

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL, BATTALION.
THE ADMIRALTY have given
official permission for raising a
Battalion of 1,000 men, which will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Bond Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

MOTOR
CYCLES:
& SIDE CARS
at
LOW PRICES.
Call, write or Phone to—
ALEX. ROSS & Co.,
Tel. 37. 4, Des Voeux Road.

No. 17,708.

號八零百七千七萬一第

日七廿月二十年

HONGKONG, WEDNESDAY, FEBRUARY 10TH, 1915.

三拜禮

號十月二年四國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.

Feb. 10th.—The English Mail (via Siberia),
per s.s. CHENAN.
Feb. 12th.—The English Mail, per s.s. MALTA.

TO DEPART.

Feb. 10th.—Europe via Siberia, at 9 a.m.,
per s.s. CHENAN.
Feb. 11th.—Straits, Colombo, Marseilles and
United Kingdom, at 11 a.m., per
s.s. KANGA MANU.
Feb. 11th.—Europe via Siberia, at 3 p.m.,
per s.s. LUTON.
Feb. 12th.—Straits, Burma, Ceylon, Aden,
Aden, Egypt and Europe, at
11 a.m., per s.s. ORIENTAL.
Feb. 13th.—Europe via Siberia, at 4 p.m.,
per s.s. CHENAN.
Feb. 24th.—Shanghai, North China, Japan
via Moji, United States and
South America via Victoria,
B.C., and United Kingdom via
Canada, at 11 a.m., per s.s.
MONTAGNE.
Feb. 24th.—Europe via Siberia, at 11 a.m.,
per s.s. MONTAGNE.

N.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [57]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA,
OGGI, MURAKAMI, YOSHINO, SHINJI,
NAMAZU, SAKI, SHINJI,
AND KAMIMADA Collieries.
AGENTS FOR
SAKITO AND OYUBARI Coals.
HEAD OFFICE: MARUNOUCHI,
TOKYO.

BRANCH OFFICES: NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
OTABU, MURORAN, HAKODATE,
KOSHI, OSAKA, KURE, TOKYO,
YOKOHAMA, NAGOYA, TSUBUGA,
SHANGHAI, HONGKONG, HANKOW,
PEKING.

Cable Address for above: "IWASAKI."
Codes: A.I.A.B.C. 5th Ed., Western Union.
AGENTS:
OHINKANG—Messrs. GRASSING & CO.
MANILA—Messrs. MACDONALD & CO.
SINGAPORE—Messrs. HOBSON & CO., LTD.
GLASGOW—Messrs. A. B. BROWN,
McFARLANE & CO., LTD.

For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [91]

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1914. [92]

PEAK TRAMWAY COMPANY.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 10 " "
11.30 " " 12.45 p.m. " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 2.45 " " 15 " "
2.45 " " 3.00 " " 10 " "
3.00 " " 3.10 " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 1.45 p.m.
Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon to 1.00 p.m. " 15 " "
1.00 p.m. to 3.00 " " 15 " "
3.00 " " 3.30 " " 10 " "
3.30 " " 3.45 " " 15 " "
3.45 " " 4.00 " " 10 " "
NIGHT CARS as on Week Days.
SUNDAYS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [96]

THE KAILAN MINING ADMINISTRATION.

KAIPING COAL:

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS'
BUNKERS AND HOUSEHOLD PURPOSES.

KAIPING COKE:

Compares with the best quality English Cokes of
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST FIREBRICKS GRADE

FIRECLAY.

STOCK ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD: MAISHAN, HONGKONG.

TELEPHONE No. 1030.

DODWELL & CO., LTD.,

Hongkong, 1st October, 1914. AGENTS. [44]

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped
Dining, and First and Second Class Sleeping Cars, is operated between Dairen and
Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai
Direct Mail Steamer Service by the s.s. SAKAKI MARU and KOBE MARU (each Equipped
with Wireless Telegraph) as follows:—

NORTH BOUND.				SOUTH BOUND.			
Class	Train	Depart	Arrive	Class	Train	Depart	Arrive
1st	Shanghai (S.M.S. Train)	7.00 a.m.	10.00 a.m.	1st	Shanghai (S.M.S. Train)	7.00 a.m.	10.00 a.m.
2nd	Shanghai (S.M.S. Train)	7.00 a.m.	10.00 a.m.	2nd	Shanghai (S.M.S. Train)	7.00 a.m.	10.00 a.m.
3rd	Shanghai (S.M.S. Train)	7.00 a.m.	10.00 a.m.	3rd	Shanghai (S.M.S. Train)	7.00 a.m.	10.00 a.m.
4th	Shanghai (S.M.S. Train)	7.00 a.m.	10.00 a.m.	4th	Shanghai (S.M.S. Train)	7.00 a.m.	10.00 a.m.
5th	Shanghai (S.M.S. Train)	7.00 a.m.	10.00 a.m.	5th	Shanghai (S.M.S. Train)	7.00 a.m.	10.00 a.m.

* Russian Train Time is 25 minutes faster than the S.M.R. Time.

The above fares do not include the Express Train Berth Fee.

With regard to the above Time Table, the Four Express Trains per week connecting two

each way with the Russian State Expresses are temporarily suspended, owing to the partial

suspension of the Trans-Siberian Passenger Traffic on account of the European War.

The Two Weekly Express Trains connecting one each way with the Wagon-Lite

Expresses, all Ordinary Trains, and the Two Dairen-Shanghai Direct Mail Steamers will

remain in operation as above.

To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Chang-

chun at 11.20 a.m. for Dairen a Compartment Car has been attached, on which First-Class

Passengers can secure sleeping accommodation on payment of Yrs 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato). At

Dairen, Port Arthur, Mukden, Changchun, and Hongkura (the finest sea-side resort in

North China), all under the Company's management.

TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable

at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.,

Messrs. THOS. COOK & SON; RUSSELL & CO. DEE HANNUK-AMERICA LINE;

the NIPPON EXPRESS CO.; and the NIPPON YUSEN KAISHA, Shanghai; from each of

whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct

from the

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add. "MANCHU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots;

and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN.

[96]

MITSU BISHI

DOCKYARD AND ENGINE WORKS.

A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers,
Manufacturers of Centrifugal Condensers, Stone's Manganese, Bronze Castings,
Piston's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI.

TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Dock No. 1. Dock No. 2. Dock No. 3.

Length on Keel Blocks ... 510 feet ... 350 feet ... 714 feet.

Width of Entrance on bottom ... 77 " ... 53 " ... 88 "

Water on Blocks at Spring Tide ... 26 " ... 24 " ... 34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

The Salvage Steamer "OKA MARU," 716 tons and 12 knots.

Two Floating Cranes of 60 and 80 tons each, besides 150 tons Giant Crane.

KOBE.

TELEGRAPHIC ADDRESS: "WADADOCK," KOBE.

FLOATING DOCKS.

Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.

Max. Length of Ship taken in ... 460 feet. ... 580 feet.

Max. Breadth of Ship taken in ... 36 " ... 66 "

Max. Draft of Ship taken in ... 32 " ... 20 "

The Salvage Steamer "AMIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimonsuki).

TELEGRAPHIC ADDRESS: "DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks ... 368 feet 0 inch.

Breadth at Entrance on bottom ... 60 " 0 "

Depth of Water on Blocks at Spring Tide ... 26 " 7 "

Floating Crane capable of lifting 10 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS

are closely connected with each other, enabling them to co-operate in the prompt execution

of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.

[97]

BLACKLOCK & MACARTHUR, LTD.



CLYDESDALE PAINT AND OIL WORKS,
GLASGOW.

MANUFACTURERS OF

WHITE LEAD, PAINTS, COLOURS, VARNISHES,
OIL REFINERS, ETC., ETC.

CONTRACTORS TO HIS MAJESTY'S GOVERNMENT, COLONIAL
AND FOREIGN GOVERNMENTS, RAILWAY AND
STEAMSHIP COMPANIES, ETC.

PRICES AND PARTICULARS FROM—

WM. STEWART & CO.,

ALEXANDRA BUILDINGS,

SOLE REPRESENTATIVES.

Hongkong, 1st December, 1914. [33]

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and

Planks.

Teak and Hardwood supplied Machine Sawed to any Dimensions.

Floorings—Sills to Order.

Philippine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the

splendid range of Philippine Hardwoods suitable for constructional purposes.

Prices and Samples on application.

Telegrams—Rosewood. Telephone No. 1463. P. O. Box No. 639

Hongkong, 2nd May, 1914. [51]

KELLY & WALSH, LTD.

VERBES IRREGULIERS—FRAN.

CAIS SANS ABBREVIATION.

Mrs. Blanche Jacques Beuvin ... 50

Ruff's Turf Guide, Winter Edition ... \$5.50

Motor Cycles, Side Cars and Cycle Cars.

Page ... 4.80

Warships at a Glance, Silhouettes of the

World's Fighting Ships, F. T. Jane ... 2.00

Words and Places, or Etymological

Illustrations of History, Ethnology

and Geography, Taylor and Palmer ... 2.40

A Manual for Nurses, Sydney Welham ... 80

A LARGE SELECTION OF COLONIAL

LIBRARY (SLIGHTLY SHOPWORN)

OFFERED AT 60 CENTS EACH, OR TEN FOR

\$5.00.

[14]

The Orchard Pavilion, A. C. Benson ... 2.75

From the Bottom Up, A Life Story,

Alex. Irvine ... 2.50

The Trail of the Sandhill Stag, E. T.

Seton ... 2.00

The Master of the World, Jules Verne ... 2.75

MY HEART'S RIGHT THERE.

Florence L. Barclay ... 80

THE HONGKONG RACE BOOK.

CURTIS YORKE'S NOVELS,

50 CENTS EACH.

The Girl in Grey.

Irresponsible Kitty.

Only Betty.

The Other Sara.

Mollie Dorell.

Russian Literature, Baring ... 80

Elizabethan Literature, Robertson ... 80

Wars between England and America.

Smith ... 80

The Church of England, Canon Watson ... 80

[14]

FRESH CONSIGNMENT

JUST RECEIVED:

TWIGG'S TIP TOP TOFFEE.

WEISMANN, LTD.

AGENTS.

[19]

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS.

BANKERS, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG.

SHANGHAI: 23, FOOHONG ROAD. YOKOHAMA: 32, WATSE STREET

MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES EXCHANGED.

CHINESE OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 3rd July, 1914. [131]

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART,

Manager.

[6]

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone: No. 373.

Tel. Address: "VICTORIA."

—FRANK L. COOKE,

Manager.

[26]

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE
HOTEL, most Central Location, within
the vicinity of all the Principal Banks.

Noted for the best Food, Keelismant
Accommodation and Cleanliness. Cuisine under
European Supervision. A First-Class String
Orchestra renders selections from 5.30 p.m.
to 11.30 p.m.

Special monthly terms for residents and for
Shipping people.

For further particulars apply—

MANAGER.

Telephone 197.

Telegraphic address: "COMFORT."

[20]

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST

INTIMATIONS



New
Victor
Records

LATEST

AMERICAN AND

CONTINENTAL

SUCCESSSES.

INSPECTION INVITED.

EXCLUSIVE AGENTS:

MOUTRIE'S.

[31-4]

WESTMINSTER SMOKING
MIXTURE.

\$1.00
per 4lb. tin.

\$1.00
per 4lb. tin.

It keeps dry during this damp weather when other Tobaccos become moist. There are many smokers who give up pipe-smoking as soon as the damp and foggy weather sets in, as their pipes become foul, but let them try one tin of this perfectly blended mixture and they will find they can smoke their pipes with perfect comfort and enjoyment in the hottest and dampest climate.

SOLD BY—

KELLY & WALSH, LTD.
A. S. WATSON & CO., LTD., Hongkong and Kowloon.
LAW, CRAWFORD & CO.
VICTORIA DISPENSARY.

Hongkong, 5th February, 1915

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OREGON PINE.

THE CHINA IMPORT AND
EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914

[34]

WM. POWELL,
LTD.

TELEPHONE 346.

TAILORING DEPT.

JUST ARRIVED:

NEW MATERIALS
FOR THE RACE SEASON.

(FIT AND STYLE GUARANTEED.)

Gentlemen are asked to place their Orders early to ensure being executed in time.

WM. POWELL, LTD.

[101]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

The ninety-ninth report of the Court of Directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 20th February, is as follows:—

GENTLEMEN,—The Directors have now to submit to you a General Statement of the affairs of the Bank, and Balance Sheet for the half-year ending 31st December, 1914. The net profits for that period, including \$2,089,008.44, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts and contingencies, amount to \$5,894,227.17.

After deducting Remuneration to Directors there remains for appropriation \$5,879,227.17, out of which the Directors recommend the payment of a Dividend of Two Pounds and Three Shillings Sterling per Share, viz., \$268,000, and a Bonus of Five Shillings Sterling per Share, viz., \$230,000, amounting in all to \$288,000, which at 1/8th the rate of the day, will absorb \$3,371,952.66.

The Balance, \$3,007,274.51, to be carried to New Profit and Loss Account.

STERLING RESERVE FUND.
The holding of \$1,200,000 21 per cent. Consols has been written down by \$20,000 to \$1,180,000, and now stands in the Books at \$1,180,000. "Other Sterling Securities" have also been written down to market prices at the end of the year.

To effect these adjustments and maintain the Fund at \$1,500,000, War Loan 34 per cent. Stock to the face value of \$35,000 costing \$33,250 was purchased and added to "Other Sterling Securities," bringing the amount under that heading to \$400,000 written down to \$371,100. This expenditure was met out of the earnings of the half-year.

DIRECTORS.
The Hon. Mr. David Landale has been elected Chairman for the year 1915, and Mr. W. L. Pattenden Deputy Chairman. Mr. J. A. Plummer and Mr. C. S. Gubbay retire in rotation, but, being eligible for re-election, offer themselves accordingly.

AUDITORS.
The accounts have been audited by Mr. J. W. C. Bonnar and Mr. F. Maitland, who offer themselves for re-election.
DAVID LANDALE,
Chairman.
Hongkong, 9th February, 1915.

ABSTRACT OF ASSETS AND LIABILITIES.
31st DECEMBER, 1914.

LIABILITIES.	
Paid-up Capital	\$15,000,000.00
Sterling Reserve Fund	15,000,000.00
£1,500,000 at ex. 2/-	15,000,000.00
Silver Reserve Fund	15,000,000.00
Marine Insurance Account	250,000.00
Notes in Circulation:	
(Authorised Issue against Securities and Coin deposited with the Crown Agents for the Colonies and their Trustees)	15,000,000.00
Additional Issue authorised by Hongkong Ordinances against Coin lodged with the Hongkong Government	12,247,823.00
Current Accounts:	
Silver	\$139,190,287.11
Gold, £3,840,398. 1s. 11d.	99,076,790.25
Fixed Deposits:	
Silver	\$71,953,782.87
Gold, £4,663,951 18s. 1d.	22,586,413.83
Bills Payable:	
(Including Call Loans and Short Sight Drawings on London Office against Bills Receivable and Bullion Shipments)	\$8,420,301.74
Drafts on London Bankers	\$9,950,113.32
Acceptances on account of Constituents	17,350,415.06
Profit and Loss Account	7,120,699.67
Liability on Bills of Exchange re-discounted, £11,584,790 12s. 6d. of which £9,220,215 15s. 9d. have since run off	5,894,227.17
	\$435,175,440.96

ASSETS.	
Cash	\$74,281,545.89
Coin lodged with the Hongkong Government against authorised and/or excess note circulation	15,500,000.00
Bullion in Hand and in Transit	7,630,216.06
Indian Government Rupee Paper	1,367,919.12
Colonial and other Securities	14,807,913.53
Sterling Reserve Fund investments, viz.:	
£1,200,000 21 per cent. Consols at 93	£22,000
(of which £250,000 lodged with the Bank of England as a Special London Reserve)	
\$330,000 3 per cent. Exchequer Bonds due 1930 at 93	306,000
\$466,500 Other Sterling Securities, written down to	371,100
	\$1,500,000
at ex. 2/-	15,000,000.00
Credits	141,540,884.57
Bills Receivable	160,946,139.08
Liabilities of Constituents for acceptances, per contra	7,120,699.67
Bank Premises	6,980,122.47
	\$435,175,440.96

Despite the fact that Customs guards and watchmen have been kept on all the German vessels in port both day and night and, with the exception of the first month, at the expense of the ship-owners, the opium smuggling has gone merrily on, says the *Cablenews*. The Customs secret service have been on the watch for some time past. On Friday they suddenly boarded the Hamburg-American freighter *Sachsen*, and after a careful search discovered a quantity of the "poppy juice."

It is believed that the Chinese crew of the *Sachsen* are in the ring and a careful examination will be made. A Chinese fireman was arrested and taken on shore pending the investigation. It is possible that charges will be filed against the steamer, similar to the action taken some time ago against the Japanese steamer *Ataka Maru*.

The dropping of opium attached to buoys into the bay from steamers coming in from Hongkong has long been practiced, despite the careful vigilance on the part of the Customs secret service. It is now believed that the Chinese crews of the interned German vessels are connected with the ring and a more careful watch will be maintained from now on.

Some of the interned Germans on the *Ile de Man* are making toys for the shopkeepers on the island, and contributing the result of their labours to the Belgian Relief Fund.

GENERAL PROFIT AND LOSS ACCOUNT.
31st DECEMBER, 1914.

Dr.

To Amounts Written Off:—

Remuneration to Directors:—

To Dividend Account:—

Dividend £2 3s.

per Share on 120,000 Shares

—£268,000 at 1/8

Bonus 5/- per Share on 120,000 Shares

—£30,000 at 1/8

To Balance forward to next half-year

9,271,952.65

2,007,274.51

\$5,894,227.17

Cr.

By Balance of Undivided Profits, 30th June, 1914

By Amount of Net Profits for the Six Months ending 31st December, 1914, after making provision for bad and doubtful debts and contingencies, deducting all Expenses and Interest paid and due

2,089,008.44

\$3,805,218.73

\$5,894,227.17

STERLING RESERVE FUND.

Dr.

To Balance £1,500,000 at ex. 2/-

(invested in Sterling Securities).

\$15,000,000.00

Cr.

By Balance 30th June, 1914

£1,500,000 at ex. 2/-

\$15,000,000.00

\$15,000,000.00

SILVER RESERVE FUND.

Dr.

To Balance

\$18,000,000.00

\$18,000,000.00

Cr.

By Balance 30th June, 1914

\$18,000,000.00

\$18,000,000.00

N. J. STABE, Chief Manager.

A. C. HYNES, Acting Chief Accountant.

DAVID LANDALE, W. L. PATTENDEN, W. E. HOLYOAK, Directors.

We have compared the above Statement with the Books, Vouchers and Securities at the Head Office, and with the Returns from the various Branches and Agencies, and have found the same to be correct.

Auditors: J. W. C. BONNAR, F. MAITLAND.

Hongkong, 9th February, 1915.

LEGISLATION IN THE PHILIPPINES.

300 BILLS IN ONE SESSION.

A rough calculation of the bills introduced into the Philippine Assembly during the past period of sessions shows that there were in all 289 bills, of which 49 called for appropriations amounting to P.11,083,100 not including the regular appropriation bill.

Of the remainder of the bills 35 were of a political nature, 40 relative to taxation, 37 on judicial matters, 24 had relation to agriculture and its development, 23 related to social matters; 18 were for the solution of labour problems, 18 on educational affairs, 12 had relation to the land tax, most of them being aimed at the abolition of the tax in some form or other; 12 concerned civil service matters; eight had relation to the granting of franchises, six had to do with matters of finance, four to matters of public lands and homestead, four to maritime and four to health affairs, three to industrial, and one to the complete change in the form of government for the city of Manila.—*Cablenews-American*.

MACHINE SUNK.

The skipper took me on board, and I endeavoured to do something to remedy the defect in my machine. In this, however, I was unsuccessful. I remained on board the Dutch vessel, and at nightfall decided to sink my machine.

This I managed by digging holes in the floats. The trawler remained out fishing until the following Thursday (December 31st). I, of course, remained on board, and on Friday I was landed at Ynuiden at about seven o'clock in the evening.

At Ynuiden I visited the British Consul's office. He was extremely kind to me, and I would like greatly to take this opportunity of expressing my appreciation of what he did. He treated me with the utmost hospitality, and was in every way awfully kind.

After the usual formalities had been gone through I went to The Hague on the Saturday, and obtained my official release at the British Embassy there. There was no question of internment. It sounds rather odd, but I think they treated me in the capacity of a "shipwrecked mariner."

On Sunday morning I caught the Great Eastern Railway steamer, and a few hours later landed at Harwich, and from there came on direct to London.

The fact that I was unable to drop any bombs was attributable to the fog. It was that which made this raid so tremendously difficult. It was impossible to foresee the difficulties for when we started from our vessels the weather was perfectly clear, and, as I have said, it was after I got comfortably near to Cuxhaven that the fog enveloped me.

Considering this as a criterion of what may be done in the future, I feel the whole matter to be very satisfactory. I feel very hopeful and confident in the future possibilities of the seaplane as an effective weapon in war.

This is particularly the case at the present time, for, at all events so far as seaplanes are concerned, our aircraft are incomparably superior to those of Germany. A small, swiftly moving object like a seaplane offers a very poor mark. The advantages are very largely in its favour, and, given fine weather, there is tremendous scope for its activities.

You are not the boy who usually caddies for me!

No, sir. I tossed up wit 'm for yer."

And you won?"

No! I lost."

AIRMAN'S STORY OF THE
GREAT RAID.FLIGHT COMMANDER HEWLETT
ON HIS ADVENTURES.

"ENTIRE SUCCESS."

Flight Commander Hewlett, who returned home from Holland last month gave a description of the seaplane raid on Cuxhaven in an interview with a Press Association representative.

He spoke with enthusiasm of the "entire success" of the raid, and was confident in the possibilities of the seaplane as a weapon of war.

"Seven airmen took part in the raid," he said. "I was the first to start, leaving one of the vessels in the flotilla at about seven o'clock on Christmas morning. Weather conditions then, from the point of view of aviation, were all that could be desired. It was quite calm, and there was no sign of fog."

"I was flying in a Short seaplane, and, when I started off, went at a height of about 2,000 feet. I made direct for the coast near Cuxhaven, but when near the shore the fog came over awfully thick, and I was obliged to descend until I was flying only at about 200 feet. It was generally impossible to see anything, but there were occasional glimpses of clearness."

The first thrilling incident that occurred was when I sighted some German war vessels. I could not say precisely what type of vessel they were, but they sighted me and immediately opened fire. I think they used the usual 'pom-pom' description of shell.

They used plenty of shells, but I was lucky, for neither the machine nor myself was hit, and I managed to get quite clear. The fog was very thick, and for obvious reasons I did not attempt to drop any bombs.

IN DENSE FOG.

After passing out of sight of the enemy's ships, I flew on direct for the shore near Cuxhaven. The fog was frightfully thick, and although flying very low I was only able to catch fleeting glimpses of the coastline.

The fog showed no indications of lifting, and as it was obviously useless to go on flying, I decided to return. I was at this time actually over the land near Cuxhaven. I could see the ground very faintly when the mist now and then lifted a little for a few minutes.

On the return, after flying a little while, I found myself over clear water, and so endeavoured to get back to the British vessels. This was at about nine o'clock, after I had been in the air for two hours.

Suddenly a hostile aircraft came out of the clouds. It was about 1,000 feet away from me, and some 600 feet above me. The enemy aviators immediately opened fire, but here again good fortune favoured me, and I got myself and my machine clear away.

At about half-past nine my machine began to give some trouble. The fault was not due to any insufficiency of oil, but to a small failure in the oiling system. Although so slight, I knew at once that I would be compelled very soon to descend, and so I looked round for some vessel near which I could alight. Here again I was very lucky.

I sighted a vessel which I thought to be a Dutch trawler. I descended to a distance which enabled me to see her clearly, and, finding that I was correct in my first assumption of her nationality, I alighted alongside.

The skipper took me on board, and I endeavoured to do something to remedy the defect in my machine. In this, however, I was unsuccessful. I remained on board the Dutch vessel, and at nightfall decided to sink my machine.

This I managed by digging holes in the floats. The trawler remained out fishing until the following Thursday (December 31st). I, of course, remained on board, and on Friday I was landed at Ynuiden at about seven o'clock in the evening.

At Ynuiden I visited the British Consul's office. He was extremely kind to me, and I would like greatly to take this opportunity of expressing my appreciation of what he did. He treated me with the utmost hospitality, and was in every way awfully kind.

After the usual formalities had been gone through I went to The Hague on the Saturday, and obtained my official release at the British Embassy there. There was no question of internment. It sounds rather odd, but I think they treated me in the capacity of a "shipwrecked mariner."

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You are not the boy who usually caddies for me!

No, sir. I tossed up wit 'm for yer."

And you won?"

No! I lost."

INTIMATIONS

JUST LANDED:

"HIRANO MINERAL
WATER"

IN QUARTS, PINTS AND SPLITS.

Bottled by the

IMPERIAL MINERAL WATER CO.,
LTD., OSAKA.

By appointment to the Imperial Household of Japan, Officially Recommended by the Medical Colleges of The Imperial Universities of Tokyo and Kyoto.

(SAMPLES FREE)

SOLE AGENTS:

CALDBECK,

MACGREGOR & CO.

NOTICES OF FIRMS

NOTICE.

THE EAST INDIA SEA AND FIRE
INSURANCE COMPANY.

WE HAVE taken over the Agency of the above Company in Hongkong and are now prepared to grant FIRE and MARINE policies of Insurance at Current Rates.
THE CHINA COMMERCIAL CO.,
3, Duddell Street,
Hongkong, 16th January, 1915. [179]

NOTICE.

L'UNION FIRE INSURANCE CO., LTD.
OF PARIS.

WE HAVE taken over the Agency of the above Company formerly held by Messrs. SIMMONS & Co., and are prepared to ACCEPT RISKS from this date.
CREDIT FONCIER D'EXTREME-ORIENT
Princes Buildings,
Hongkong, 20th January, 1915. [191]

ENTERTAINMENTS

THEATRE ROYAL.
MESSRS. GONSALEZ BROS.
PRESENT
THE
ITALIAN GRAND
OPERA COY.

DIRECT FROM MILAN.

OPENING NIGHT!
ON MONDAY, 15TH FEB. 1915.
FOR A SHORT SEASON ONLY.

GRAND OPENING NIGHT!

MONDAY, 15TH FEBRUARY.

"IL TROVATORE"

(English: The Troubadour.)

Opera in Four Acts.

TUESDAY, 16TH FEBRUARY:

"LA TRAVIATA,"

Opera in Three Acts.

Founded on Dumas' "Lady of the Camellias," but the Period is Changed to the time of Louis XIV.

Score by GIUSEPPE VERDI.

WEDNESDAY, 17TH FEBRUARY:

Special Double Bill

"CAVALLERIA-RUSTICANA,"

Opera in One Act,

To be followed by

"PAGLIACCI,"

Drama in Two Acts.

Music by LEONCAVALLO.

THURSDAY, 18TH FEBRUARY:

Verdi's

"RIGOLETTO,"

Opera in Three Acts.

FRIDAY, 19TH FEBRUARY:

Gounod's

"FAUST."

SATURDAY, 20TH FEBRUARY:

Special Attraction:

BIZET'S

"CARMEN."

PRICES: \$3, \$2 & \$1.

BOOKING AT MOUTRIE'S.

A. CARPI, GEO. LESLIE,

Business Manager, Advance Representative.

Hongkong, 4th February, 1915. [266]

WANTED.

WIRELESS OPERATOR for a sea voyage.

Apply—

"SHIPPING,"

Care of "Daily Press" Office.

Hongkong, 28th January, 1915. [269]

WANTED.

LARGE OFFICES, preferably facing Harbour, from June or July.

Apply to—

Box No. 29,

Care of "Daily Press" Office.

Hongkong, 28th January, 1915. [292]

HOUSES TO LET.

TO LET.

ALEXANDRA BUILDINGS.
VERY CONVENIENT OFFICES
and ROOMS. Including a Fine Commodious
Bath.
Apply—**SECRETARY.**
A. S. WATSON & Co., Ltd.
Hongkong, 23rd October, 1914. [186]

QUEEN'S BUILDING.

TO LET. the South-West portion of the
FIRST FLOOR, including Treasury
on Ground Floor, lately in occupation of the
German Bank.
GODOWN, No. 9, Ice House Street.
Apply to—**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, 1st February, 1915. [186]

TO LET.

O. 168, THE PEAK, "THE KENNELS."
Apply—**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, 1st February, 1915. [184]

TO LET.

**FLATS in Humphreys Buildings and
Nathan Road, Kowloon.**
SIX-ROOMED HOUSE in Minden Row.
FOUR-ROOMED HOUSES at Kowloon
Apply to—
**HUMPHREYS ESTATE & FINANCE
CO., Ltd.,**
Alexandra Buildings,
Hongkong, 12th November, 1914. [105]

TO LET.

**TWO VERY LARGE AND SPACIOUS
GODOWNS, Macao Lot No. 42, Praya
East. Immediate possession.**
Apply—**N. MODY & Co.,**
No. 34, Queen's Road Central.
Hongkong, 5th February, 1915. [268]

TO LET.

**NO. 1, NATHAN ROAD, Kowloon (No. 1,
Fairview), from 1st February.**
**"HOGATE," Austin Road, Kowloon, from
1st February, 1915.**
**"BILANDONAN," No. 54, Mount Kellett
Road. 5 Rooms, unfurnished, from 1st March.**
**NO. 2, DES VEXUS VILLAS, 51, PEAK
(Unfurnished).**
**NO. 7, "MOUNTAIN VIEW," PEAK.
ROOMS, suitable for Offices, on the First
Floor of No. 3, Duddell Street.**
**NO. 62, THE PEAK (No. 2, CAMERON
VILLAS) Furnished.**
**"KIBENDOA," Furnished, No. 132,
Plantation Road, Peak.**
**"BEACONSFIELD," Battery Path.
No. 59, THE PEAK (CAMERON VILLAS).
Apply to—**LINSEED & DAVIS,**
3rd Floor, Alexandra Buildings,
Hongkong, 19th January, 1915. [43]**

TO LET.

NO. 6, "TORRES BUILDINGS."
**NO. 2, "ROSE TERRACE" (14, Nathan
Road), Kowloon.**
Apply to—
**SPANISH DOMINICAN
PROCURATION.**
Hongkong, 4th February, 1915. [263]

TO LET.

**A HOUSE in Kaitford Terrace,
Kowloon.**
Apply to—
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, 1st February, 1915. [46]

TO LET.

**OFFICES in St. George's Building,
Second Floor, Overlooking Harbour,
immediate possession.**
Apply to—**SHWAN, TOMES & Co.,**
Hongkong, 3rd December, 1914. [39]

TO LET—From 1st March, 1915.

NOS. 1 and 2, STOKWELL VILLAS
Kowloon, with open Tennis Lawn and
Gardens around, at present in the occupation
of the Officers Mess 4th Pathans.
Apply to—**STUBBS & WILSON,**
Solicitors for the Owner.
Hongkong, 2nd February, 1915. [261]

TO LET.

**HOUSES in CLIFTON GARDENS,
Conduit Road.**
25, WONG-NEI-CHONG ROAD.
11, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, 5th February, 1915. [38]

TO LET.

GODOWN, No. 6, Duddell Street.
Apply—**A. E. AVASIA,**
Care of E. PASANY,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244]

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE.
Furnished and newly done up.
Apply—**H. E. POLLOCK,**
Princo's Building,
Hongkong, 23rd January, 1915. [69]

TO LET—FURNISHED.

**BISHOP'S LODGE NORTH, No. 12, THE
PEAK. From 1st May next.**
For further particulars, apply to—
PALMER & TURNER,
Alexandra Buildings, 3rd Floor,
Hongkong, 30th January, 1915. [229]

HONGKONG SANITARY
BOARD.

THE PLAGUE PROBLEM.

DISCUSSION ON WATER CARRIAGE SYSTEM.

The usual fortnightly meeting of the
Sanitary Board was held yesterday, the
Head of the Department (Mr. G. N.
Orme) presiding. There were also pre-
sent—The Vice-Chairman (Hon. Mr.
W. Chatham, C.M.G., Director of Public
Works), Hon. Mr. S. B. C. Ross, Hon.
Mr. E. A. Hewett, C.M.G., Mr. P. W.
Golding, Mr. Chan Kai Ming, Dr.
Francis Clark (Medical Officer of Health),
and Mr. W. Bowen-Rowlands (Secretary
to the Board).

LAID ON THE TABLE.

Letters from the Government re the elec-
tion of Dr. G. H. L. Fitzwilliams and
Mr. P. W. Golding as members of the
Sanitary Board, and approving of the
erection of a water closet at the Jockey
Club, Rural Building Lot No. 33, were
laid on the table without comment.

PLAGUE EPIDEMICS IN HONGKONG.

A letter was received from the Govern-
ment forwarding lengthy correspondence
relating to plague epidemics in Hongkong,
concluding with a report by the Medical
Officer of Health on the effectiveness of
the Clayton disinfecting apparatus. The
letter stated that the Government, as at
present advised, proposed to act on Dr.
Clark's advice. The correspondence ran
over a period extending from April to
August last year.

The following note by Dr. Clark was
added at the end of the correspondence:—
"The only report that seems to apply to
conditions similar to those obtaining in
Hongkong is that from Colonel W. G.
King, the distinguished sanitary expert,
and he comes to the conclusion that for
houses the Clayton apparatus is not
efficient in respect to costs. His experi-
ence has all been gained in India, and I
am content to follow his advice and rely
on our present methods of procedure."

Extracts from the letter of Colonel
King referred to were:—

(1)—I have myself employed a very large
(Clayton) machine (I think the H type
for dwellings). All that is necessary
is to see that all cracks of windows,
etc., are pasted down. Round the
dwellings should be placed either wire
mesh, with water and sticks to kill
possible escaping rats in the space
enclosed, or corrugated iron might be
used.

(2)—My honest opinion of the matter is
that whilst the arrangement is the best
for ships, for dwellings, and
drains or rat burrows the apparatus
is not efficient in respect to costs. I
have no knowledge of the small hand-
driven M type recently imported into
Ceylon, but from observation of the
machine-worked type acting on
burrows I would be sceptical in
absence of proof.

The correspondence was laid on the
table.

THE WATER CARRIAGE SYSTEM.

Discussion of the report of the Select
Committee appointed to consider the
whole question of the water carriage
system was resumed.

Dr. FITZWILLIAMS minuted:—I cannot
agree with No. 1 of the Committee's pro-
posals. With regard to No. 3, I am of
opinion that it would not be difficult or
even very expensive to abolish all openings
of sewers into the Harbour in the Central
District by means of a long culvert, with
openings opposite Green Island on the
one side, and at some point East on the
other. The Select Committee have con-
sidered the existing arrangements, but I
hold that a water carriage system in
Hongkong does not exist.

The PRESIDENT, in moving that the
Board should adopt the proposals of the
Select Committee, said that he was no
expert on the subject, like the Hon. Vice-
President, and he could only, perhaps,
voice the opinion of the lay mind when he
said it seemed that the question before
them was rather beyond the limits of any
immediate decision in favour of a water
carriage system such as was contemplated
by Dr. Fitzwilliams. He much regretted
that he was not present to support his pro-
posal, on which, he knew, Dr. Fitzwilliams
felt very strongly. As the matter
at present stood, what the Board had to
consider was whether the nuisance or dis-
comfort caused by the present system was
such as to make it incumbent upon them
to plunge into a very large expenditure
in order to adopt a water carriage sys-
tem more on Western lines. There was
also an economical side to the question.
There was the question of revenue which
the Board were now deriving, and also
that they would be faced with a very large
expenditure, which in these very hard
times they might feel some diffidence in
incurring; and, after all, it was very
doubtful, in view of the difficulties men-
tioned by Dr. Clark about Chinese ser-
vants and their inability to exercise
proper care of water closets, whether the
result would be quite up to expectations.
He was rather inclined to feel that it

would be better to deal with the evils that
they had rather than to fly to others that
they knew not of. He trusted that the
Board would for the present adopt the
Committee's proposals.

Hon. Mr. HEWETT—I incline to your
opinion, and will second the motion.

The Vice-President said he did not
gather from the Committee's report that
it had in its mind the general application
of the water closet system throughout the
city. He gathered rather that it pro-
posed to confine the consideration of these
conveniences to special cases, as hitherto.
The recommendations of the Committee
were all quite sound, with the exception
of that which proposed to impose a very
considerable tax on those who were able
to secure these conveniences. As they
knew, in every case the parties who had
obtained permission were required to pro-
vide themselves with an independent
water supply. That meant in most cases
that a well had to be sunk, tanks had to
be provided, extensive piping laid, and
power, manual or otherwise, supplied for
obtaining the necessary supply of water.
The Medical Officer of Health justified
the proposed imposition of this fee of \$50
by stating that the installation of con-
veniences would cause a loss of re-
venue to the Government, and that
every household who did not possess
these conveniences had to pay \$2 or \$3
per month for the removal of the waste.
With regard to the loss of revenue, that
was a very nominal affair, because for the
present year it was estimated to bring in
something under \$62,000. If they as-
sumed that the area covered by that con-
tract accommodated a population of
300,000 persons—which he presumed was
not far out—the revenue derived per head
was 20 cents approximately per annum in
an ordinary household—they took the
number to be not more than six—so that
the loss of revenue per household from the
installation of conveniences was about
\$1.20 per annum. The proposed tax of
\$50 seemed to be a little hard to impose in
respect to them. With regard to the
possession of these conveniences, every
householder would have to incur a very
considerable expenditure—and a constant
expenditure—in maintaining the supply
of water to them. The Medical Officer of
Health himself acknowledged that at
Home every cottage had to be provided
with such a convenience, and the owner
was legally obliged to provide such a con-
venience. With the elimination of the
clause relating to the tax of \$50, he would
offer no objection to the report.

Mr. GOLDING observed that the Com-
mittee, as he understood, was originally
appointed to go into the whole question
of the water carriage system, but they had
not done so at all. They had had no
report concerning the scheme which Dr.
Fitzwilliams adopted so strongly, and
which he (Mr. Golding) was *prima facie*
in favour of. Some method should be
arrived at for pumping salt water into
automatic tanks, and for having automa-
tic flushing. He thought that the Com-
mittee should have gone into the whole
question, so that the Government could
consider the whole matter. The report
had disappointed him very much, and he
would not vote on it.

Hon. Mr. HEWETT said that his view
was that the general use of water closets
would be absolutely unsuitable. The
Hon. Vice-President said he had no doubt
done his best to gather what had trans-
pired during the last few months. Still,
he thought the Hon. Vice-President hard-
ly realised what an enormous num-
ber of applications for fixed water-
closets had been put before the
Board during the last few months.
We had now large blocks of houses which
were demanding the right to have water
closets. They must not lose sight of the
fact that they should persuade the Gov-
ernment, by example from a sanitary
point of view, to bring in a general sys-
tem of water carriage that could be ex-
tended to almost the whole town. A large
part of the town was on the sea level, and
no doubt they could get proper pumping
and flushing arrangements, but he main-
tained that that had not been done. The
alternative was self-flushing closets, but
that would mean a very great expenditure
by the Government. He was quite satis-
fied that the present system was the best
suited to the requirements of Hongkong.
He regretted that the Hon. Vice-
President did not refer to the possible
expense of Dr. Fitzwilliams' proposed
scheme. Possibly he would not be pre-
pared to commit himself to such an abnor-
mally expensive scheme that the Govern-
ment would absolutely refuse to entertain it.

Dr. CLARK said the reason why this
Committee was appointed was because cer-
tain members of the Board were becoming
alarmed on account of the applications
becoming so numerous, and it was thought
to be time for the Board to consider
whether they should in future refuse
all applications without exception, or con-
sider each application on its merits. The
Committee decided that the Board ought
to follow their past custom, dealing each
case on its merits, but also agreed to put
further restrictions in the way of those
applications. One restriction was the
levying of an annual fee, and the other,
and very important restriction, was that
the Board should have the right to with-
draw permission if the premises were
found in an unsatisfactory condition.
He personally was in favour of the report.
The Vice-President moved as an
amendment that the clause relating to the
annual fee be deleted.
The amendment was put, but for it
there were only the proposer and secon-
der, and the President's resolution
was carried by four votes to two. Mr.
Golding not voting.
There was no other business of public
interest.

LOCAL SPORT.

HONGKONG FOOTBALL
ASSOCIATION.

A meeting of the Council of this Asso-
ciation will be held on Friday, 12th
February, at 5.15 p.m. at the Royal
Artillery Barracks. Each Club is
entitled to send two delegates.

HONGKONG LEAGUE.

A meeting of the League will be held
at the Royal Artillery Barracks imme-
diately following the Association meeting,
at 5.30 p.m. Each Club in membership
should send two delegates.

MATCHES FOR THE WEEK.
To-day (Wednesday)—Police v. Navy
(U.S.L.) Ground, 4.30 (Mr. A. A.
Wilson).

Thursday—Queen's College v. St. Joseph's
College, Club Ground, 4.30 (H.K.
L. 11) (Mr. F. W. Eager).

Saturday—R.G.A. v. Navy (Shield Cup-
tie), Club Ground, 4.00 (Mr. F. W.
Eager). R.E. v. Club (U.S.L.), M.H.
Tary Ground, 4.00 (Mr. E. Tyler).
St. Joseph's College v. Diocesan
(H.K.L. 11), Club Ground, 2.45.
Victoria Rovers v. University
(H.K.L. 11), Military Ground, 2.45.

REMAINING DIV. II. MATCHES.

Feb. 11.—Queen's College v. St. Joseph's
College (C. 4.30).

17.—St. Joseph's College v. Uni-
versity (N. 4.15).

20.—Liong v. Lusitano
(M. 2.45).

Mar. 6.—Confucians v. Diocesan
(C. 4.45).

10.—Liong v. University

13.—Lusitano v. St. Joseph's College
(M. 2.45).

24.—Lusitano v. University (N. 4.15).

27.—Diocesan v. Lusitano (M. 2.45).

Victoria Rovers v. Confucians—probably
February 17th.

Diocesan v. St. Joseph's College—prob-
ably February 13th.

University v. Victoria Rovers—probably
February 13th.

March 27.—Diocesan v. Lusitano—
Ground changed because of Shield
Final.

DIVISION II.

Club.	P.	W.	L.	D.	P.A.	P.
Queen's College	6	4	1	1	11	5
Liong	5	4	1	0	11	6
St. Joseph's College	3	3	0	0	9	1
Confucians	5	2	2	1	11	7
Diocesan	4	1	2	1	2	6
Victoria Rovers	5	1	3	1	6	3
University	3	0	3	0	0	5
Lusitano	3	0	3	0	0	13

CHINA AND MILITARISM.

In an address on "Some aspects of the
Geography of China," Mr. P. M. Roxby,
Lecturer in Geography at the University
of Liverpool, said there were in the Far
East at the present time problems, large
economic, largely political, which
threatened to produce, in 20 or 30 years'
time, perhaps sooner, a war as terrible as
that now proceeding in Europe, unless
public opinion in Europe and America as
well as in the Far East was intelligently
informed beforehand. The Chinese were
on the whole one of the most anti-military
peoples in the world; but the fear of
Europe and Japan and the example of
Europe were making them become more
military. It was significant that the first
work of the President was to reorganize
the army.

JAPANESE COMMERCIAL
MISSION IN SOUTH CHINA.

Mr. Katsushi Uchida, who has been
ordered by the Japanese Government to
make a tour of inspection in Hongkong,
Kowloon, Samshui, Swatow, Amoy, Ning-
po and Shanghai, is not in the regular
service of the Government office. He has
long been connected with the great com-
mercial house of Mitsui & Co., better
known as M.B.K., and was in its Tokyo
head office as chief of its machinery de-
partment. His practical knowledge and
keen insight into commercial mat-
ters, obtained during many years'
experience, may be expected to con-
tribute largely to the progress
of Japan's trade with the above men-
tioned South China ports. Accompany-
ing him are Mr. B. Nakajima, a cotton
knitting-work merchant, Mr. Yamaguchi,
a pottery goods exporter, Mr. Murase,
a paper and piece goods exporter, Mr.
Watanabe, a textile merchant, Mr. Mi-
tamura, a paper-mill owner in Fukui Pre-
fecture, Mr. Sugihara, a paper exporter,
Mr. Takamura, a textile exporter in
Gumma Prefecture and Mr. Watanabe,
an electrical engineer.—*The Japan Trade
Journal.*

HANKOW BRITISH
CONCESSION.

CENSUS OF POPULATION.

A census of the British Concession at
Hankow taken on 22nd January shows
the following result:—

British	173
Italian	28
Austrian	3
Spanish	6
Portuguese	3
Japanese	233
Russian	9
German	24
Swiss	1
Russian	22
American	35
Indian	67
Danish	2
French	6
Norwegian	2
Chinese	8,643
Total	9,246

INTIMATIONS

LANE,
CRAWFORD & Co.SPORTS SPORTS
FOOTBALLS

From \$3.75 To \$11.00 Each.

THE GENUINE "MCGREGOR"
FOOTBALLS AND FOOTBALL BOOTS.

AS USED IN THE ENGLISH CUP FINALS.

CRICKET BATS

From \$6.00 Each. To \$6.00 Each.

WISDEN, STUART SURRIDGE, SPALDING AND GRADDIGE.

\$1.00 to \$4.50 CRICKET BALLS \$1.00 to \$4.50

LEG-GUARDS. GAUNTLETS. BATTING GLOVES.

HOCKEY STICKS

HOCKEY BALLS. SHIN-GUARDS. RUBBER
RINGS. KNEE-CAP BANDAGES WITH
FELT PADS.

A LARGE SELECTION OF

TENNIS RACKETS AND ACCESSORIES.

From \$3.50 GOLF CLUBS From \$3.50

BALLS. CADDY BAGS AND ACCESSORIES.

SPECIAL RATES TO CLUBS.

LANE, CRAWFORD & CO.

REMINGTON JUNIOR.

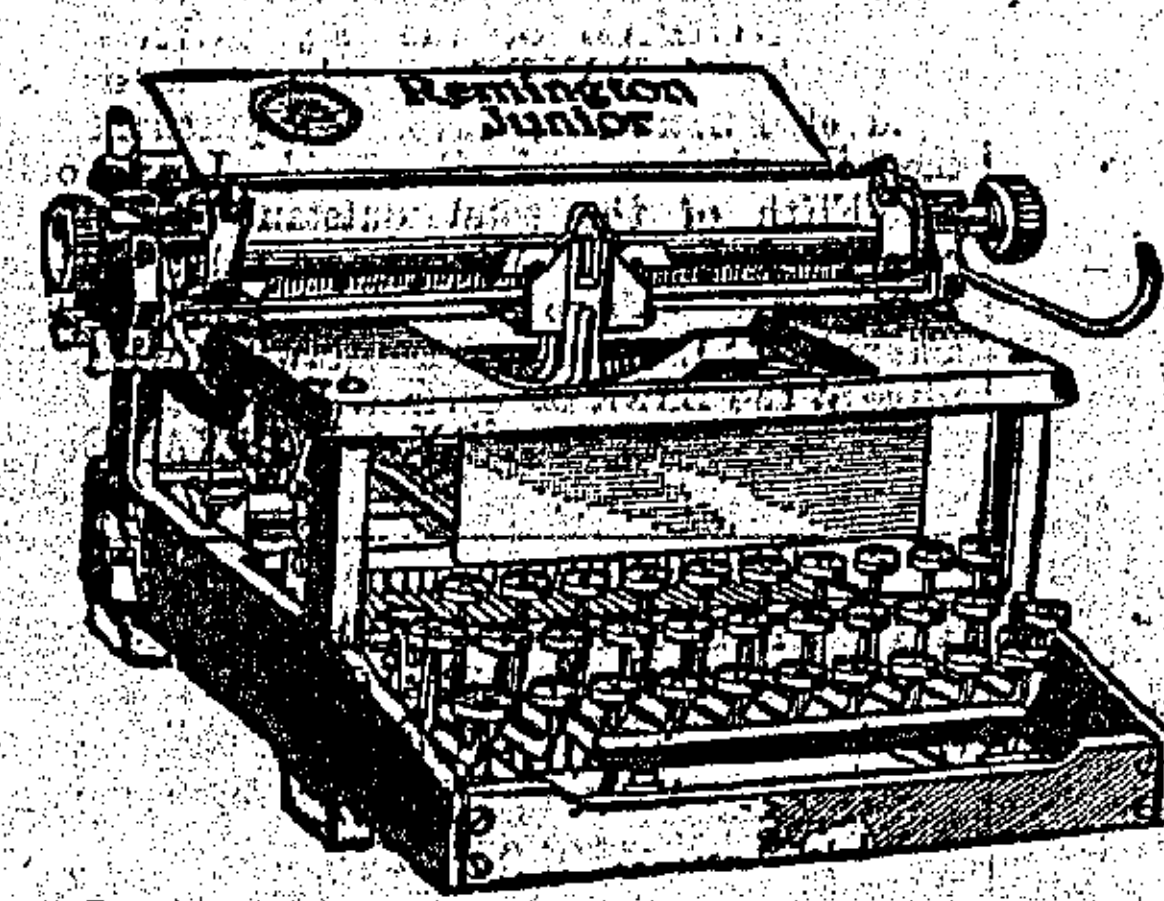
"A LONG FELT WANT SUPPLIED AT LAST"

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS
DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN.
Etc., Etc.

SPECIAL FEATURES:

Simplicity, Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs.



The Remington "JUNIOR" is
a Typewriter of true Remington
quality, but is smaller, lighter and
more compact and portable than the
Standard Remington Model. It
embodies the latest Remington ideas
in Remington construction, visible
writing, back spacer, automatic
ribbon movement, improved paper
feed, and release, etc., etc.

It is swift and easy, does beautiful
work and is so simple in construction
that its skilled operation is quickly
learned by anybody. No lessons
needed. Though just as well made
as any of the regular models, its
price is only about half of the
Standard Models.

It is built for the non-user, for the immense army of people who need a Typewriter and
have always needed one, but who would not get the Standard Models because their requirements
are different. In one word, it is built for people who will operate their own Machine.

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.

(INCORPORATED), NEW YORK

HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914. [50]

NOTICE.

WE HAVE BEEN APPOINTED

SOLE AGENTS

IN HONGKONG AND SOUTH CHINA FOR

SAKURA BEER

BREWED AND BOTTLED BY

THE TEIKOKU BREWERY
CO. LTD.,

MOJI, JAPAN.

This is an Excellent Beer
and moreover **CHEAP.**

PRICES, ETC., ON APPLICATION TO—

DONNELLY & WHYTE,

WINE AND SPIRIT MERCHANTS.

TEL. 636.



Hongkong, 30th November, 1914. [49]

NEW ADVERTISEMENTS

NOTICE

THE OFFICE of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on FRIDAY, the 12th current, and on MONDAY, the 15th current.

E. GORDON LOWDER,
Commissioner of Chinese Customs,
York Building,
Hongkong, 9th February, 1915. [271]

TO LET

THE GROUND FLOOR of No. 4, DES VEAUX ROAD CENTRAL, occupied by Madame Gaine, etc.

Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 10th February, 1915. [272]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS

THE FINAL DIVIDEND of \$0.40 per Share, Declared at the ORDINARY MEETING of SHAREHOLDERS, held This Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 9th February, 1915.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary,
Hongkong, 9th February, 1915. [270]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

S.S. "BENVENUE,"
FROM LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharves and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 25th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 9th February, 1915. [273]

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES

FROM NEW YORK.

THE Steamship "CHINESE PRINCE,"
Captain H. J. Davis, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharves and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 17th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 9th February, 1915. [274]

NEW MACAO HOTEL.

NOTICE

TAKE NOTICE that on and after the 1st day of February, 1915, the Management of the Hotel will be carried on by **L. W. MAK** in place of **C. C. MOOSA**, and all future Correspondence and Orders must be signed by the said **L. W. MAK**.

NEW MACAO HOTEL,

Macao, 1st February, 1915. [243]

PUBLIC AUCTION.

FOR THE BENEFIT OF THE PRINCE OF WALES' NATIONAL RELIEF FUND, AND OTHER CHARITABLE PURPOSES.

THE Undersigned have received instructions to sell by Public Auction

(For Account of the CONCERNED),
ON THURSDAY,
the 18th February, 1915, at 3 P.M., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street,

A 40 H.P. FOUR-CYLINDER LIMOUSINE CAR,
Built by STODARD DAYTON,
Sitting accommodation for Six Passengers, in Perfect Running Order.

On View at the Garage of the Dragon Cycle Co.

Inspecting Orders will be issued by the Undersigned.

Terms—Cash.

HUGHES & HOUGH,

Auctioneers,
Hongkong, 9th February, 1915. [268]

PUBLIC COMPANIES

THE KOWLOON LAND & BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, T.O. DAY (WEDNESDAY), the 10th February, 1915, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1914.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, 3rd February, to WEDNESDAY, 10th February, 1915 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Agents for
THE KOWLOON LAND & BUILDING CO., LTD.
Hongkong, 27th January, 1915. [321]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 20th day of February, 1915, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1914.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 8th February, to SATURDAY, the 20th February, 1915 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager,
Hongkong, 3rd February, 1915. [349]

INTIMATIONS

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER and VEGETABLE SHOW will be held on the 17th and 18th March, in the Botanic Gardens.

Intending Exhibitors should send their entry forms to the Hon. Secretary not later than 25th February. Copies of Rules and Schedules may be obtained from the Hon. Secretary.

F. HOWELL,
10, Des Vaux Road Central,
Hongkong, 9th February, 1915. [267]

NOTICE

NOTICE IS HEREBY GIVEN to the Public that the First REPAYMENT of PRINCIPAL of the 8% NANKING MILITARY BONDS will be made on the 22nd of FEBRUARY, 1915. In pursuance of the Regulations of the said Loan, only One-Fifth of the total outstanding Bonds repaid by this Ministry as valid will be drawn on the above date, aggregating to the amount of \$1,500,000. The drawing will take place at the BANK OF CHINA, Peking.

MINISTRY OF FINANCE. [248]

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.

SIXTEEN MILLION DOLLARS (\$16,000,000.)
AND
SUPPLEMENTARY ISSUE OF EIGHT MILLION DOLLARS (\$8,000,000.)

NOTICE IS HEREBY GIVEN to Subscribers that arrangements have been made by the Chinese Government to hand to the Undersigned each month the sum of Dollars One Hundred and Twenty Thousand (\$120,000) from the revenues assigned under the Loan Regulations to the service of these loans.

Loan Service Accounts have been opened in the name of the Undersigned with the Bank of China and the Bank of Communications, into which these monthly instalments of interest will be paid as received, and these accounts will be drawn on to meet the half-yearly interest Coupons payable through the intermediary of the above-named Banks.

The first interest instalment for the month of January has been duly received and brought to account.

SUBSCRIBERS to the Supplementary Issue of Eight Million Dollars (\$8,000,000) are further notified that in accordance with Article II. of the Loan Regulations the full amount of Dollars Four Hundred and Eighty Thousand (\$480,000), being the amount of interest on the loan for one year, has been duly raised by the Ministry of Finance and the Ministry of Communications and has been placed on fixed deposit in the name of the undersigned with the Bank of China and the Bank of Communications, as a permanent guarantee for the interest on the loan.

F. A. AGLEN,
Inspector General of Customs,
and Vice-Chairman of the Bureau of National Loans,
Inspectorate General of Customs,
Peking, 27th January, 1915. [362]

RACE BOOKS.

THE only Authorized Edition of the RACE BOOK is that Published by Messrs. NORONHA & Co., WHICH IS COPYRIGHTED UNDER THE ACT OF 1911.

T. F. HOUGH,
Clerk of the Course,
Hongkong, 6th February, 1915. [265]

RACE BOOKS 1915.

Leather-Covered \$2.40
Cloth-Covered 1.75
Paper-Covered 1.00

May be had from NORONHA & Co.,
(Printers to the HONGKONG JOCKEY CLUB),
KELLY & WALSH, Ltd.,
BREWER & Co.,
Hongkong, 6th February, 1915. [366]

INTIMATION

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

BRANDY.

	Per Case of 12 bot.	Per Bot.
* A. SUPERIOR PALE ...	\$30.40	\$2.65
* UPERIOR OLD COGNAC ...	33.70	2.90
* WATSON'S XXX COGNAC ...	34.80	3.00
* WATSON'S XXX COGNAC Half bottles 2 doz.	37.00	1.80
* C. SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule ...	40.30	3.45
D. VERY FINE OLD PALE LIQUEUR COGNAC ...	46.80	4.00
BOUTELLEAU'S CHAMPAGNE LIQUEUR ...	52.40	4.55
E. FINEST OLD BROWN BRANDY ...	53.50	4.55
MARIE BRIZARD and ROGEE'S FINE PALE COGNAC ...	31.60	2.65
S. V. F. V. O. COGNAC ...	79.70	6.65
V. O. L., 60 Years Old ...	119.30	9.95
UNITED VINEYARD PROPRIETORS, 75 Years Old ...	167.50	13.15

* These Brandy bottles by ourselves are guaranteed Grape Spirit and of Pot Still Distillation.

A. S. WATSON & CO., LIMITED.

HONGKONG AND CHINA.

HONGKONG OFFICE: 10A, DES VEAUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 10TH, 1915.

HONGKONG'S CURRENCY.

THERE has been no improvement since we last wrote—now more than a month ago—on the subject of the extremely unsatisfactory condition of the currency of the Colony. The legal tender, for all but unimportant debts, is silver dollars, but anyone who attempts to present these in discharge of obligations is at once confronted with an injured attitude. It is, we believe, a fact that at least one well-known business establishment recently stamped its bills with a statement that only bank notes would be accepted in payment, and the Government itself, it is not unlikely to suppose, would feel distinctly aggrieved if the community elected to pay taxes by the medium sanctioned by law. The Banks, no doubt, have to receive payments which strictly could be discharged by the presentation of silver dollars, but which are in fact discharged by notes; but Banks have their own ways of imposing their will, and it is few who can be indifferent to the course which they elect shall be pursued by those who have dealings with them. It is quite clear that the public, as a whole, is habitually averse to the use of the currency which the law of the Colony authorises. For the purpose of understanding the position, the dollar must be considered in its capacity for discharging two different functions; first, as a legal tender for purchases within the Colony; secondly, in its relation to the currency of other countries. As legal tender the silver dollar is awkward and cumbersome, in recognition of which fact note issues have been sanctioned, and there can be no question that these materially aid public convenience. When, however, the silver dollar comes to be considered in its second capacity the difficulty arises. The chief buyers and sellers of exchange on foreign countries are, of course, the big Exchange Banks, and it is clearly open to them to say on what terms they will do business. Lately, the rate in Sterling at which they have agreed to buy dollars is a price which is about two-pence over what the dollar is intrinsically worth.

Presumably this suits their purpose, but in order to prevent their being flooded with dollars which are worth something like two pence less than the price they determine, they say that the dollars they refer to are Bank notes and that silver dollars can only be taken at some important percentage less. Thus arises the position that the bank note, i.e., the promise to pay silver dollars, is of greater value than the fulfilment of the promise. Could any anomaly go further? It would seem from this as if the existence of a note issue, or the existence of a note issue in other hands than that of the Government, can be made the lever for giving the dollar an artificial value, or we will say a value in excess of its intrinsic value as expressed in the currency of other countries. No possible objection could be urged to this, were it not for the reactionary effect which such a situation has upon the legal tender. The latter, thus, from force of circumstances, no longer becomes the accepted standard, and it is easy to see how this must be the case. The Banks, on whom we all depend, having established their own standard for a silver dollar for the purpose of exchange transactions and notes, can, of course, announce, as in fact they do, that current accounts will, unless special and unusual arrangements be made to the contrary, be based on a similar standard. It does not suit the public as a whole to have such special arrangements, as the presentation of silver dollars in such circumstances brings them into perpetual conflict in the manner already alluded to, and thus a dual standard arises, productive of money-changing establishments and parasitical shroffs. The latter may collect their accounts in notes, change them into silver dollars, pay the latter into the bank, pocket the difference (some times ten per cent.) and the particular account concerned has to face a loss on coinage of that amount. No one can blame the shroff, the fault lies in the system which makes such a transaction possible. Imagine the opportunities of squeeze afforded to officials whose task it is to pay labour, and who after drawing the total sum by cheque distribute the daily wage of, say, thirty-six cents per man. It is interesting also to think what would be the effect if advantage were taken of the existing conditions to redeem debenture issues in silver dollars—in fact, if a general opposition made itself apparent to the situation, which so many local industries have to confront of their earnings being calculated in silver dollars and their payments in the artificial bank note standard. What is the solution of the difficulty, we frankly are unable to say. To abolish the note issue, which seems to make the present position possible, is certainly not a step which commends itself. To abolish the rights of the banks to issue notes and confine this privilege to the Government is contrary to the policy which has guided the discussion of currency difficulties hitherto. The passing of an Act to largely increase the note issue would probably only partially be successful as affording a remedy. That the present state of affairs is, however, little short of a political scandal cannot be denied, and, as we said a month ago, it should occupy the early attention of the Government, assisted by the Chamber of Commerce, to endeavour to create a system whereby the legal tender of a British Colony occupies that position in fact as well as in name.

A mail for Europe via Siberia closes today at 9 a.m.

A San Francisco telegram to the Manila papers states that the Japanese cruiser *Asama* is wrecked off San Bartolome, in Lower California, and will be a total loss.

The Rev. W. H. Elton, formerly of Sandakan, British North Borneo, passed away on December 1st, at Battle, Sussex. Mr. Elton, who was 69 years of age, arrived home very unwell some few months ago.

His Excellency the Governor has been pleased to appoint Mr. H. A. Nisbet to be Registrar of the Supreme Court of Hongkong, in Prize, with effect from the 9th February, 1915, vice Mr. C. A. D. Melbourne, resigned.

Manila papers by yesterday's mail report Mr. Thomas C. Welch, of the law firm of Kincaid & Hartigan, to be seriously ill. Mr. Welch was formerly in the Government service and about a year ago spent some months in Hongkong in connection with the Sotto case.

A Proclamation published by *Cassette Extraordinary* yesterday renews for a further period of three months the declaration made on August 5th, 1914, and renewed on November 4th, 1914, that it is necessary for the public service that His Majesty's forces in the Colony be subject to the Army Act.

At the Magistracy yesterday, Major Stair Stewart was fined \$5 for permitting his dog to be at large at The Peak without having a muzzle.

Mr. W. V. Lambert, of Kowloon Dock, was fined \$10 by Mr. F. A. Hazland yesterday for riding his motor-cycle in a manner dangerous to the public at Kowloon.

The annual prize distribution at St. Paul's College will be held this evening (Wednesday). The awards will be distributed by the Bishop of Victoria, and will be preceded by a Chinese play and concert at 7 p.m.

As a large number of passengers left Hongkong homeward bound by the s.s. *Aranda* on the 10th ult., transhipping to the s.s. *Malaja* at Colombo. It may be of interest to many readers to know that the Hon. Mr. Hewett, Superintendent of the P. & O. Co., yesterday morning received a telegram from the Company's agent at Port Said stating that the *Malaja* was then in the Canal and all well.

Until further notice, the introduction of deck passengers into any harbour or part of the Colony of the Straits Settlements from any of the undermentioned places is prohibited: Hongkong, Madras, Negapatam, Sarawak, British North Borneo, Canton province and Fokien province, except Government servants. This rescinds the previous notice of August 31st on the subject.

The Straits Settlements Government have notified the Bishop of Singapore that the Church in Malacca was disestablished as from November 30th, 1914. In order, however, to lighten the effect of the blow, Government stated that they would give a yearly contribution of \$3,000 to the Church funds there, but it was not to be taken that this contribution would go on indefinitely. In other words, the giving of the contribution will depend, from year to year, on the convenience of Government.

The annual Manila Carnival was held last week. A Manila paper records that:—"Amid the cheers of the populace, the fanfare of trumpets, in the presence of thousands of loyal subjects, Miss Concepcion Medina was crowned Queen of the Carnival in the Auditorium on Wednesday evening at 11 o'clock. Governed in the robes of royalty, regally radiant and surrounded by the pomp and pageantry of Court attendants, she descended from her palanquin, and with majesty in her gait mounted the white throne for the crowning ceremonies." Miss Medina received 46,500 votes, Miss Ros was second with 37,850 votes, while Miss Pilar Paredes was third with 36,900 votes. The Jolo princess, Salim Kiram, was fourth with 12,370 votes.

COST OF FLOUR.

WAR CAUSES BREACH OF CONTRACT.

At the Summary Court yesterday, the Lee On firm, of 122, Wing Lok Street, sued the Fung On Hong, 61, Bonham Strand West. The claim was for \$485, damages for the non-delivery of 500 bags of Crescent flour, sold by the defendants to the plaintiffs under a contract dated July 21st, 1913.

Mr. W. B. Hind (Mr. Brutton's office) was for defendants, and Mr. Dixon (Messrs. Wilkinson & Grist) represented plaintiffs.

Mr. Dixon explained that the price agreed to be paid for the flour was \$2.30 per bag. After the arrangement was made they were unable to get delivery, and following an exchange of letters, that action was commenced.

Mr. Hind said he admitted the breach of contract. The only question was one of damages, and the price of flour on November 27th, 1914. His friend had six witnesses who were going to say what was the price on a certain date; on the one side of the market, and he (Mr. Hind) also had six witnesses who were larger flour dealers than his friends, and also Mr. Hornby, of Messrs. Wright & Hornby, who were going to say that the flour was another price.

Mr. Dixon read letters from the defendant firm in which they stated that the war and its effects was the cause of the breach of contract. The contract price was \$2.30, and plaintiffs had said throughout that they would take delivery and pay for the flour at the agreed price. Eventually defendants refused to give delivery and thus the matter was brought to the Court. There was a sub-purchaser for the flour, and as they could not give him delivery, owing to the non-delivery by defendants, they were claiming damages of 11 cents per bag, the market price at that time being \$2.80. The other side maintained that the market price was \$2.40, and they had paid \$2.35 into Court. The only question which had to be decided was whether the market price of the flour on November 27th was \$2.40 or \$2.80 per bag.

Evidence was called, but his lordship was unable to arrive at a decision, the case being adjourned to enable further questions to be put to Mr. Hornby.

THE EVOLUTION OF GERMANY.

FURTHER LECTURE BY COMMANDER SUSMANN, R.N.

Commander Susmann, of H.M.S. *Zamar*, delivered the second of his series of three lectures on "The Evolution of Germany" to a very satisfactory audience, which again included H.E. Major-General Kelly, Commodore R. H. Anstruther, and many of the Military and Naval officers stationed in Hongkong, at the R. A. Theatre last evening.

Taking up the fortunes of Germany from the era of the French Revolution, Commander Susmann said that at that period Prussia alone was a real German power, in spite of some admixture of Polish influence on her eastern frontier. Prussia had, moreover, proved herself a capable champion of German rights. There were no signs of any potentially for such championship in any of the other States. Hanover was neglected by her English Kings, Saxony had exhausted herself in Polish intrigue, and Bavaria, Wurtemberg, Baden, and Hesse were in a state of dull quiescence. This state was indeed typical of the general political condition of the German people at this time, but glimmerings of discontent had begun to show themselves, ready to burst into flame. They must regard the German people at this time, previously, and, indeed, in different fashion, but to some extent, still, as mere sheep, obeying the orders of their rulers.

The lecturer went on to deal with the great influence of Voltaire and Rousseau, the former of whom overthrew the fabric of enervating superstition, and the latter who preached discontent and proclaimed that man had a mind, a personality to be developed, and said the change from quiescence came with Lessing. Then came Jean Paul Richter, appealing for a more general culture, and, afterward, the great minds of Kant and Goethe, who were the real creators of modern Germany. Kant pulled down with criticism, but he nevertheless built up and endowed man with an exhilarating sense of his need of working out his own destiny, of his fitness for the task, and the glory of it. Man was no longer to be a mere slave, a sheep to the slaughter, one of a herd—he was to have personality, he was to command the forces of nature to his liking. In this commencement of the emancipated thought of Germany we could trace the embryo of some of those characteristics of the German which we recognised at the present day—the devotion to work and duty, the development of science, the recognition of the potential dignity of mankind, the sense that man's destiny was not a fixed one, but depended on his will, or rather on the general will, for its development. The faculty of enthusiasm, of *schwärmerei*, was easily roused, and, once aroused, was not easily suppressed. The German took his philosophy seriously, and in Germany philosophies were lived out to the practical test. In the philosophies of Kant and of Goethe, he understood, there was no rejection of the Deity, no relegation of Him to spheres of eternal calm, and unconcern with the affairs of men. On the contrary, God became to the German a very living personal God, and man, so far from being separated from him, was raised up to Him, was given a full sense of kinship unto God, a sense of being His ally for the realisation of the world-destiny. Thus the German could feel, without any sense of hypocrisy, that, in fighting for an ideal which he believed to be true, he was fighting God's battle. This, said the lecturer, was the time of high ideals, and its influence had never died out, though the ideals had been sadly changed—perverted following on a great national disappointment, and by the success of a more practical, more materialistic creed.

Comm. Susmann went from the terrible blow dealt the Germans at Jena and Auerstadt, when Prussia lay prostrate, and was reduced by the Treaty of Tilsit to little more than the Mark of Brandenburg, to the period of her Renaissance, when more materialistic ideals were entertained. "It must seem to us," said the lecturer, "that the realisation of the value of material force has been carried too far—that the nobler ideal has been lost, and that the practical system of Schopenhauer and Nietzsche has only provided the weapon for that spirit of militarism which is now cursing the world."

Following a brief inspection of the German Revolution, inaugurated by the "Intellectuals," Commander Susmann announced that in his next lecture he would show the effect of the German Revolution, which, though a failure, gave a great flip to the national life.

THE WAR.

BRITISH ARMY ESTIMATES.

FITFUL FIGHTING ON BOTH FRONTS.

TURKS IN FULL RETREAT FROM CANAL.

GENERAL.

[THROUGH REUTER'S AGENCY.]

BRITISH ARMY ESTIMATES.

"NO CAUSE FOR DISCONTENT."

LONDON, February 8th.

Mr. H. J. Tennant, Parliamentary Under-Secretary at the War Office, introducing the Army Estimates in the House of Commons, said he was debarrassed from dwelling on the size and distribution of our forces, as there was nothing the enemy desired to know more than the size of our army in the future. He emphasised, however, that recruiting was satisfactory. There was no cause for discontent, still less for disquiet, although we wanted more men. This was a life and death struggle. Mr. Tennant mentioned that Lord Kitchener was considering the question of a medal for technical workers in armament firms, etc., who served their country so faithfully and well.

Mr. Tennant added that troops had been brought from India, Australasia, South Africa, and Canada without a single casualty. When the numbers were known it would be thought an extraordinary feat. He paid a tribute to the Admiralty for successfully securing the provisioning of the army abroad, also the work of the Army Service Corps.

The British aeroplane design, he mentioned, had proved superior to all others. The engines were French. The French in this matter had given great assistance. Soon the first all-British aeroplane would be used at the front.

The hon. gentleman warmly complemented the Territorials on their value and efficiency, and also paid a high compliment to the Army Medical Corps. Enteric, he said, was rare, and evidence was accumulating that inoculation ought to be compulsory. (General cheers.)

The speaker made no forecast as to the duration of the war, but he said that not a single member of the House of Commons was despondent. (Cheers.) All were determined that the Allies should dictate the terms of peace. (Cheers.) The nation's efforts were worthy of her past exploits, and the bravery of the Army was worthy to rank with the most glorious records of any army of any time. (Renewed Cheers.)

THE SOMALILAND DERVISHES.

FURTHER OPERATIONS.

LONDON, February 8th.

The Commissioner of Somaliland has telegraphed to Mr. Harcourt, Secretary of State for the Colonies, that after the November operations the Dervishes returned to Shimer Berris and began to repair their forts and to raid the friendly tribes. Accordingly, an Indian contingent and the Camel Constabulary attacked the place on Wednesday and Thursday. The Dervish forts and caves resisted desperately, but the Dervishes were eventually routed, leaving 32 dead in the caves alone, including both the headmen. All the forts were destroyed with gun-cotton, and the Dervishes evacuated the district.

Captain Lowry Corry and seven whites were wounded, and a sepoy was killed.

THE BRITISH CASUALTIES.

LONDON, February 8th.

Mr. Asquith stated in the House of Commons that the total British casualties down to the 4th inst. amounted to 104,000 of all ranks.

CANADA'S LOYALTY.

DOMINIONS AND THE MOTHERLAND.

LONDON, February 8th.

A message from Ottawa states that in the course of the debate on the Address, and in reply to his speech, the Right Hon. Sir Wilfred Laurier said he could imagine no alteration in the relations of the Dominions to the Motherland which was likely to produce the same patriotism and efficiency as was evinced in the voluntary and spontaneous action of the Dominions all over the world in this war.

The Right Hon. R. L. Borden, the Premier, said that he was much of the same opinion. There had been an addition of 30,000 troops from overseas, including 1,000 from Bermuda, and 10,000 were ready to proceed to the front. 50,000 more had enlisted and would go when they were needed. Canada's further activity, he said, was only limited by its requirements.

COLONEL SEELY PROMOTED.

LONDON, February 8th.

Colonel Seely (formerly Secretary of State for War) has been made a Brigadier-General.

RUSSIAN FRONT.

FURTHER RUSSIAN SUCCESSES.

GREAT CAPTURES OF PRISONERS.

LONDON, February 9th.

A Petrograd communiqué says:—

On the right bank of the Vistula the fighting is becoming more desperate in the region of Serpetz.

On the left bank of the Vistula a cannonade continues, but the enemy is passive.

The great German attempt to break our front Borjinnoff-Volashid-Lovska, begun January 31st, was checked on the 6th inst. We continued to advance in the lower Baura region, and captured on Sunday a strong point d'appui near Kamion, taking 300 prisoners, the remnant of the garrison. A German counter-attack was repulsed.

Our offensive continues in the Carpathians. We carried several strong positions on the front Mesolaborz-Lutoviska, capturing during the day 3,500 prisoners and 11 mitrailleuses.

THE NEAR EAST.

TURKS IN FULL RETREAT FROM CANAL REGION.

LONDON, February 9th.

The Press Bureau issues a telegram from Cairo announcing that the Turks are in full retreat.

FRANCO-BELGIAN FRONT.

ARTILLERY DUELS.

LONDON, February 8th.

To-day's Paris communiqué says:—

For the most part, activity to-day has been confined to artillery duels, but a violent infantry action was opened by the Germans at Bagatelle. The latest reports are that our positions have been maintained.

We made a successful coup de main on a German trench south-west of Carancy. Elsewhere our artillery has gained advantages and checked the enemy's infantry in an attempt northward of Massiges.

COSTLY GERMAN ATTACK.

LONDON, February 9th.

The Paris evening communiqué states:—

The enemy on Saturday night exploded mines at La Boisselle, in front of houses we were occupying. Two and a half companies assaulted our positions, but failed to pass the cavities caused by the explosion.

One of our companies counter-attacked on Sunday afternoon and chased the enemy from the cavities, which we immediately organised defensively.

The Germans left 200 dead on the ground.

We captured on Sunday night, north of Mesnil-les-Hurles, a wood where the enemy had been solidly established.

An infantry action at Bagatelle, in Argonne, continued all Sunday night. The Germans succeeded in progressing, but only held at daybreak a few isolated parts of our advance line, round which the fight continued in the day-time.

NAVAL ACTIVITIES.

ANOTHER MERCHANT SHIP SUNK.

LONDON, February 9th.

The Admiralty has issued a memorandum stating that two life-boats were found near Rye on the 6th inst., marked *Oriole*. It is feared that the General Steam Navigation Company's steamer *Oriole*, which left London on January 29th and was due at Havre on the 30th, was torpedoed by the German submarine which sank the *Toko-maru* and the *Ikaria* off Havre. The *Oriole* carried a mercantile crew of 21.

[The *Oriole* was a steamer of 207 tons net and 484 gross, built in 1888.]

THE BRITISH NAVY.

PERSONNEL TOTALS 250,000.

LONDON, February 8th.

A Naval Supplementary Estimate was presented to Parliament to-night for 32,000 officers and men. This brings the total of the personnel of the Navy up to a quarter of a million.

H.M.S. "FORMIDABLE."

LONDON, February 8th.

Mr. Churchill, First Lord of the Admiralty, replying to a question in the House of Commons, said it was not proposed to hold any informal enquiry or court-martial on anyone in connection with the loss of H.M.S. *Formidable*.

CHINESE TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

THE MONGOLIAN CONFERENCE.

PEKING, February 9th.

No progress was made with the negotiations at the third conference with regard to Mongolia, held on Friday.

OFFICER TO BE SHOT FOR CORRUPTION.

PEKING, February 9th.

Su-jun-sen, commander of the Second Infantry Brigade in Kwangtung Province, has been ordered to be shot immediately for corruption.

THE UNIVERSITY.

PROCEEDS OF GARDEN FETE.

The proceeds of the Garden Fete held at the University on Saturday, January 30th, amounted to \$2,073.06, and a cheque for this sum has been sent to the Hon. Treasurer of the Prince of Wales' National Relief Fund. The ladies of the University and the members of Council of the Students' Union, who together organized the fete, desire to express their most grateful thanks to all those who gave such ready help on this occasion. The cadet corps of the Hongkong Volunteers, under the command of Lieut. Crowther Smith, deserve special mention for their active assistance in collecting the fees at the entrance gates and side-shows, while Messrs. Ward, Foster and Parkinson added much to the gaiety of nations by their amusing play at the open-air side-shows.

AMERICAN TELEGRAMS.

[FROM MANILA PAPERS.]

FOODSTUFFS NOW CONTRABAND.

WASHINGTON, February 3rd.

The British Government has formally notified the United States and other countries that all foodstuffs have been declared contraband of war absolutely without exception, and henceforth will be liable to seizure.

THE U.S. SHIP PURCHASE BILL.

WASHINGTON, February 3rd.

In a conference with Senator Kenyon of Iowa and Senator Norris of Nebraska, President Wilson intimated that he was prepared to promise that no ships would be purchased from any of the belligerent nations if the Ship Bill was passed.

DISTURBED MEXICO.

WASHINGTON, February 3rd.

United States troops are being held in readiness to rush to Eagle Pass, Texas, where disturbances across the international line are reported. The citizens of the town have sent a petition by telegraph to Secretary of War Garrison asking that troops be sent for their protection.

WASHINGTON, February 3rd.

United States agents in Mexico report that General Pancho Villa at the head of a big army is moving on Piedras Negras.

AUSTRIA'S OFFER TO ITALY.

WASHINGTON, February 5th.

A dispatch received here from Vienna says that Austria has intimated that she is willing to cede Trentino—in order to keep the Italians from joining the Entente.

"WELL DONE, STOKERS!"

H.M.S. "INDOMITABLE'S" MAGNIFICENT WORK.

LONDON, January 31st.

An officer of H.M.S. *Indomitable*, in a letter relating to the last fight in the North Sea, says that all hands were ordered to be fighting at 5.30 o'clock on Sunday morning. Breakfast was taken at six o'clock. He mentions that a Zeppelin dropped bombs on the British destroyers. A few rounds of shrapnel from the *Tiger* and *Indomitable* put the Zeppelin to flight.

NEARLY TORPEDOED.

"We passed a mine, which fortunately none of us touched. The *Bucher* was a terrible sight—great holes in her sides, guns cocked up at all sorts of impossible angles, and a mass of smoke. The crew crowded to the poop, waiting for the ship to sink. Then a torpedo just missed us. It may have been the last effort of the *Bucher*, but as we were only forty miles from the Ems river it was more likely a submarine.

THE ADMIRAL'S SIGNAL.

"The most satisfactory thing from the *Indomitable's* point of view was her steaming. Everything went like clock-work. An officer of the *Lion* says that the *Indomitable* steamed at a rate undreamt of by her builders. The stokers who were off duty swarmed into the hold to help their comrades.

"Admiral Beatty, at the end of the action, signalled: 'Well done, stokers of the *Indomitable*.'"

A chaplain who was present writes that the men shouted as they loaded the guns, "That's for Scarborough," "That's for the baby-killers," and then "Tipperary." The enthusiasm was intense. Divine service was held after the battle. Attendance was voluntary. The deck was crowded.

GREAT BOOM IN BRITISH SHIPPING.

The British shipping industry is now experiencing the greatest boom it has ever known. In the River Plate freight market, the record rate of 62s. 6d. has been paid for very prompt tonnage for oats cargo, and 52s. 6d. for heavy grain.

"We have never seen or dreamed of anything like it," said a member of the Baltic in an interview. "The value of millions of tons of British shipping has gone up fully 30 per cent. during the last four months. Freight has gone up in value 300 and even 400 per cent. New tramp steamers are being built in frantic haste and booked as far ahead as 1916.

Certain British steamers from South America to European ports, which were barely covering expenses in August, are now clearing 27,000 a voyage. Coal, grain and other merchants are participating in the boom, as also, of course, are hundreds of thousands of British workmen.

The causes of this boom are not far to seek. The principal may be summarized thus:—(1) The pressure of the British and Allied fleets, which have swept the German, Austrian and Hungarian shipping from the seas; (2) The practical taking over, principally by the British Government, of hundreds of ships for transport, coaling and other purposes, and (3) Government insurance against war risks."

BOOM IN SHIPBUILDING.

Shipbuilding yards are working at high pressure. Messrs. Harland & Wolff, of Belfast, head the list for the year now closing with the largest output. They have launched at Belfast during the twelve months six vessels with an aggregate tonnage of 156,000, a big advance on the previous record, which was held by the Tyne firm of Messrs. Swan, Hunter & Richardson, which in 1912 had a total output of 121,221 tons. In 1906 the America Shipbuilding Company launched vessels with a total tonnage of 193,535, the highest of any single firm on record, but that total was produced from seven separate yards.

From its Clyde yard the firm launched four vessels with a total tonnage of 22,200 and from its yard at Irvine (Ayrshire) one vessel of 4,500 tons, so that the grand total for the year will be 182,780 tons.

COMPANY MEETINGS.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

The ninety-fifth ordinary meeting of shareholders of the above was held at the offices of the Company, Hotel Mansions, yesterday. The Hon. Mr. D. Landale (Chairman) presided, and those also present were:—Messrs. R. Shewan, R. H. Holyoak, H. W. Looker, and Ho Tung (Directors), F. Maitland, M. S. Northcote, J. W. Bolles, H. Schlüter, J. Warren, Ho Fook, D. Macdonald, E. Pemberton, A. O'D. Gourdin, with Mr. W. E. Clarke (Secretary).

The Secretary read the notice convening the meeting, after which

The Chairman said:—Gentlemen,—It is with feelings of great regret that your directors record the death of their late colleague, Mr. G. Friesland, which occurred on the 12th of March last. The annual report and statement of accounts, with auditors' report attached, having been in your hands for the usual period, I will, with your permission, take them as read. The very poor result of the year's working can be accounted for by heavily increased expenditure in insurance rates, coal supply, postage bills due to low exchange, and extra cost of carrying out the provisions of the Piracy Prevention Ordinance. These increased expenses, coupled with severe competition on all lines throughout the year, and complete cessation of all cargo movement since the commencement of hostilities in August, as well as large decrease in passenger traffic due to the same cause, and the restricted movements of river steamers by the port regulations. The military defence scheme for the Colony necessarily created these restrictions, which have forced us to adopt schedules of sailings and arrivals quite unsuited to our trade, with the result of paralyzing the passenger traffic on the Canton Line and diverting it toward the railway. The subject has been taken up by your board, and representations have been made by the Chamber of Commerce to the Government, asking for some remedy where possible. There is a decrease in the number of passengers carried by the steamers of the joint service on the Canton Line of 184,945, making a total of 270,403 on the Canton, Hongkong and Macao and Macao-Canton lines compared with the figures for the year 1913. From the commencement of the year till May, the Chinese section of the Canton-Kowloon Railway was accepting Canton notes at face value, with the result that Chinese could travel to Hongkong free and, by selling the return ticket, make a profit on the transaction. (Laughter.) Our loss in exchange of subsidiary coins amounted to \$88,666.30. This in a very lean year, so you may imagine what it would have been if the earnings had been normal. Under clause 2 of the Commercial Treaty with China, signed at Shanghai on the 2nd September, 1902, the Chinese Government undertook to reform their currency, and until they redeem this undertaking I can see no prospect of any permanent improvement which will prevent a repetition of such losses. In operating the Kongmoon Line in order to check a new opposition on the Canton Line the Company incurred a serious loss. Owing to the floods up country and the unsettled condition existing amongst the people generally, the West River joint services have been maintained at a loss during the year. Turning to the accounts, you will notice that profit and loss account shows a debit balance of \$12,604.27, which we propose to carry forward. Your directors recommend that a dividend of 40 cents per share or \$32,000 be paid out of equalisation of dividend account. This, with the interim dividend of 50 cents, or \$40,000, already paid, makes a dividend for the year of 6 per cent. The audited accounts for the 1st half of the year's working showed a profit sufficient to warrant your board in paying the interim dividend mentioned. The provision made from the 1913 account to meet the cost of the extraordinary repairs on the steamer *Honan* was well founded, and the amount has been debited to the fund mentioned. The value of steamers has been reduced by the amount of \$55,000, as provided for at the last meeting, and now stands at \$1,357,000. Value of wharves, hulks and moorings, after writing down \$5,000, has been increased by additional cost, \$21,247.54, of a jointly owned wharf at Canton. Balance for cost of the Company's day boat wharf at Canton, \$2,384.44, and balance of cost of extension of the Wing Lok wharf, \$4,766. Value of shares in public companies has been reduced by sale of \$292,405.50 in order to repay the balance of outstanding loan of \$100,000 with the Hongkong and Shanghai Bank, and to defray cost of cost of extending the Wing Lok wharf as already mentioned. In the adjustment

of the fluctuation account an amount of \$20,772 has been debited to that fund, which now stands at credit \$107,311.00. Loans on mortgage remain the same, \$167,000, as at last meeting, and the properties have been surveyed and re-valued by the Company's surveyors, Messrs. Palmer & Turner. The loans advanced show a satisfactory margin of safety with one exception. With reference to this particular property I am now pleased to tell you that it has been disposed of, and the full advance recovered. The income from investments has automatically decreased by reduction in the natural line of our business. The steamer *Twicken* has fully justified and maintained our best anticipations. With a return to normal times and conditions of trade, I hope the Company will resume its former position of moderate prosperity and, to that end, the shareholders may rest assured of the full support of your directors. For the ensuing year, I am pleased to tell you that we have already been enabled to make some very satisfactory reductions in cost of coal, premium on marine insurance of our fleet, and on other items of expenditure. In conclusion, I would remind you of the past years of prosperous working, when you were in receipt of very satisfactory dividends while other steamship lines were working at a loss. I cannot call to mind anything else calling for special mention, but should any shareholders require any further information, I shall have much pleasure in answering any questions.

There were no questions, whereupon The Chairman moved the adoption of the report and accounts as presented. Mr. Northcote, in seconding, said:—While we all deplore the unfortunate result of the past year's working, I am sure we realize the extraordinary difficulties with which our management has had to contend, and we have every confidence that, with the cessation of war, the fortunes of the Company will quickly regain their normal condition. I have pleasure, then, in seconding the adoption of the report and accounts.

This was unanimously carried.

Mr. Maitland proposed, and Mr. M. S. Northcote seconded, the confirmation of the appointment of Messrs. H. W. Looker, and Ho Tung as directors.

This was unanimously carried.

Mr. Maitland proposed, and Mr. Northcote seconded, the re-election of Messrs. the Hon. D. Landale and P. H. Holyoak as directors.

This was unanimously approved.

The Chairman proposed, and Mr. Holyoak seconded, the appointment of Mr. F. Maitland as auditor of the accounts to fill the vacancy caused by the resignation of Mr. W. H. Potts.

Mr. Ho Fook proposed, and Mr. Bolles seconded, the re-appointment of Messrs. A. O'D. Gourdin and F. Maitland as auditors for the ensuing year at a remuneration of \$400 each, and this was unanimously agreed to.

The Chairman said:—That is all the business, gentlemen. Dividend warrants are now ready and may be had on application. I thank you for your attendance.

UNION WATERBOAT CO., LTD.

The 10th annual general meeting of the shareholders of the above was held at the office of Messrs. Dodwell & Co. (General Managers), yesterday. Mr. S. H. Dodwell (Chairman) presided, and those also present were:—Messrs. J. W. C. Bonnar, R. Shewan (Directors), A. Skilton, T. G. Weall, J. Owen Hughes, A. E. Crapnell, G. R. Edwards, T. Kusumoto, J. Jonckheer, A. Ritchie, H. S. Bond and Mr. G. Morton Smith (Secretary).

The Secretary read the notice convening the meeting, after which

The Chairman said:—Gentlemen,—Your report and accounts having been in your hands for some time, I propose, with your permission, to take them as read. The profits for the year under review amount to \$58,048.03, as against \$64,744.63 for the previous year. The falling off is due to the loss since the commencement of the war of supplies to German steamers, and to the withdrawal for Government purposes of boats belonging to some of our regular customers, which we can only hope will be returned to their regular trade as soon as possible. A few of them, I may say, have already been returned. In the circumstances, I feel sure you will approve of the course we recommend of carrying forward a larger sum than usual to the next account. Your property has been well kept up during the year out of current revenue, and no damage has necessitated our encroaching on the special repairs or insurance funds. I am pleased to be able to report that one of your oldest wooden boats was sold last year at a satisfactory price, and a further one has since been disposed of this year. A new boat was ordered in the early part of the year, and will be completed in about two months' time. Your investments have been written down in accordance with the usual practice, and it is satisfactory to note that their book value to-day is below the present market value. I think, gentlemen, there is nothing more for me to say, but before proposing the adoption of the report and accounts, I shall be pleased to answer, to the best of my ability, any questions you may desire to ask.

There were no questions, whereupon The Chairman moved the adoption of the report and accounts as presented.

Mr. J. OWEN HUGHES, in seconding, said:—I have much pleasure in seconding the adoption of the report and accounts, and I think we might very well congratulate ourselves, and particularly the General Managers, on the very satisfactory report they have presented at this meeting, considering that one-third of the year has been under war conditions.

The report and accounts were then unanimously adopted.

Mr. WEALL proposed the re-election of Mr. A. O'D. Gourdin as auditor for the ensuing year, at a remuneration of \$100.

Mr. BONNAR seconded, and this was unanimously agreed to.

This was all the business, and the Chairman announced that dividend warrants were now ready.

INTIMATIONS

NOTICE OF REMOVAL

We have REMOVED our PHILATELIC STORE from Hongkong Hotel Building, Pedder Street, to No. 11A, CAINE ROAD.

GRACA & CO.

Hongkong, 8th February, 1915. [103]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[206]

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SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 888G. at \$5, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [193]

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AN CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS and COMPRADORES.

16, LEE YUEN STREET, WEST.

Telephone No. 1230.

Hongkong, 27th October, 1914. [104]

A LING & CO.

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TELEPHONE 1219.

Hongkong, 4th February, 1915. [94]

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THE NEW FRENCH REMEDY.

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THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

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THERAPION No. 35

THERAPION No. 36

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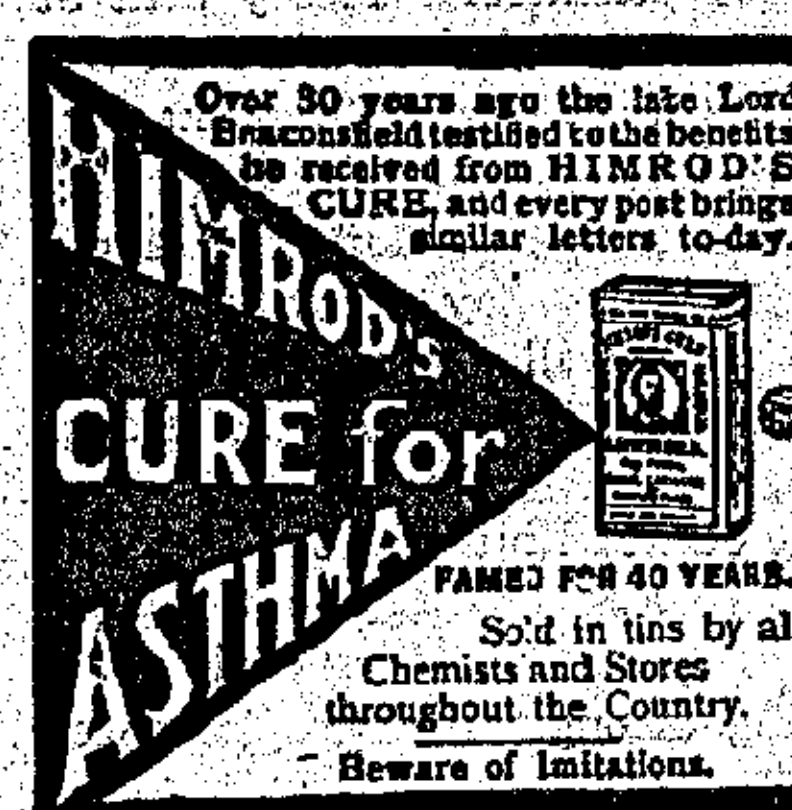
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WEATHER REPORT.

On the 9th at 11.35 a.m.—The depression which was situated over the Loochoos yesterday morning has moved rapidly north-eastward. At 6 a.m. this morning it was central to the west of Hokkaido.

A depression lies over S.W. China and Indo-China.

An anti-cyclone appears to be forming over N.E. China.

Pressure is nearly stationary in southern districts.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

District. Forecast.

Hongkong & Neighbourhood (S. winds, moderate; cloudy).

Fernoss Channel ... (N.E. winds, fresh).

South coast of China between Light or vari. Hongkong and Lamocha. (able wind).

South coast of China between (The same as Hongkong and Hainan. No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 9th.

	Previous Day at 5 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.92	29.94	29.93
Temperature	71	71	77
Humidity	90	94	77
Wind Direction	SW	—	SW
Force	1	0	2
Weather	cl	cl	—
Rain	—	—	—

Highest open air Temperature on 8th .. 74

Lowest open air Temperature on 8th .. 65

HONGKONG TIDE TABLE.

From 10th to 16th February, 1915.

HIGH WATER				LOW WATER			
Days of Week	Days of Month	H'kong. Mean Time	Height ft. in.	H'kong. Mean Time	Height ft. in.	Days of Week	Days of Month
Wed.	10	5.57	3.9	1.4	1.2		
Thurs.	11	8.48	4.0	1.03	0.7		
Fri.	12	6.59	4.3	1.55	0.7		
Satur.	13	9.24	4.2	2.34	0.9		
Sun.	14	8.45	4.3	3.10	1.5		
Mon.	15	10.21	4.4	3.44	0.6		
Tues.	16	9.30	4.5	2.44	0.8		
		10.45	4.6	4.16	0.9		
		10.11	4.7	3.28	0.6		
		10.17	4.7	4.46	1.2		
		10.48	4.8	4.11	1.2		

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Sold by all Chemists.

Beware of imitations.

79-3

SIEGE TACTICS.

THE NEW PHASE OF THE WAR.

GROWING BRITISH ARMY.

The following descriptive account which has been communicated by an eye-witness present with General Headquarters continues and supplements the narrative published on January 2nd of the movements of the British Force and the French Armies in immediate touch with it.

January 4th, 1915.

In the last summary of events it was stated that December 31st had passed uneventfully. This was, however, incorrect, for late on that evening some sharp fighting occurred on our right. A small post close to the La Bassée Canal was seized by the Germans and shortly after retaken by our troops. The Germans, however, again attacked during the night and captured it. Our troops then made a second counter-attack, regaining possession of the ground and advancing beyond the original front. This advanced position was, however, found to be untenable, and the final result of the fighting was that our line in this quarter was reorganized, the particular post which had been the bone of contention being occupied by neither side. This fighting continued during the early hours of January 1st. Our casualties, considering the nature of the action, were not severe.

During New Year's Day our guns in the right centre of our line shelled the German trenches with success and are believed to have inflicted considerable damage. During Saturday and Sunday January 2nd and 3rd, the enemy's artillery displayed more activity than usual, devoting their attention on the first day to our left and on the second to our centre and right. On the third a German mortar was located opposite our right and was silenced by our guns.

ATTACK ON A GERMAN TRENCH.

On the evening of this day a very brilliant little affair took place on our right centre. About 8 p.m. a party consisting of one officer and 25 men attacked a German trench, surprised the sentries before they could give the alarm, and bayoneted the occupants of the trench; 20 men in all, who were overpowered before they had time to make any resistance. We sustained only three casualties.

During the last three days the weather, although milder, has continued very wet, aggravating the hardships of the men in the trenches.

The River Lys is flooded for a great part of its course, and in some places both sides have had to evacuate their trenches, for the Germans are suffering no less than ourselves from this cause. The wet day is so adhesive that even the stoutest of boots will sometimes give way under the strain. In order to keep as dry as possible many of the men go barefoot down the long communication trenches, and only put on their boots and socks when in the better-dried fire trenches.

Even when active operations are not in progress life in the fighting line is not so monotonous as might be supposed, for, not only is continual work required to keep the trenches dry and to prevent the earth in places from falling in, but there is daily and nightly work of a more exciting nature. There is the continual effort on each side to gain the mastery in sniping, in sapping, and in bombardment by trench mortars and hand-grenades; there is the construction and repair of barbed wire entanglements, the digging of trenches by night within close range of the enemy's centre, and the carrying of messages by day over open ground swept by fire. All this calls for much for qualities of enterprise, coolness, endurance, and devotion as any other form of warfare. The importance of establishing a superiority in the methods required by trench warfare does not lie only in the material results, but in the moral ascendancy which superior weapons and greater skill gain for the side which possesses them. The Germans attach great value to all such forms of annoyance, and particularly to sniping, as is shown by their lavish distribution of Iron Crosses to sharpshooters; but our men are not slow to repay them in their own coin, and even when no ground is being gained by either side a ceaseless struggle is being carried on to gain this ascendancy.

CONTRASTS IN THE SOLDIER'S LOT.

There has probably never been a war which has presented sharper contrasts of comfort and discomfort. A life which is one perpetual struggle against cold, mud, water, and high explosive is necessarily one of hardships and suffering, in spite of the cheerful endurance with which it is borne, but the sudden change from these surroundings to the security and comfort of warm billets, hot meals, and plenty of straw for bedding where, for all the signs of war, one might be 100 miles from the firing line, has introduced a new feature, and to the newcomer is a never-failing surprise.

Among the points in which we may fairly claim a superiority over the Germans is that of clothing. Most of our prisoners express the greatest admiration of the excellence of our clothing, which appears to be considerably better in quality and warmer than theirs.

It would appear that there is a good deal of sickness in the enemy's ranks. There have been for some time past a considerable number of cases of typhoid, and some units have even been withdrawn temporarily owing to this cause.

It is reported that the enemy has formed certain units called "Feldbattalions," which are maintained behind the front and to which recruits of the 1914 class are sent to be trained.

German companies now consist of a mixture of active soldiers, Landwehr, Landsturm, Ersatz reservists, and volunteers. These latter are considered to be very inferior. Many of the Landwehr have been kept back until now in order to work in the mines and in other industries.

The strain that is being placed upon the enemy by the war is shown by an announcement in the Bavarian Press that on and after January 2nd the military training institution is prepared to receive volunteers between the ages of 16 and 16 years 9 months, height not to be under 5ft. 3in.

ALLIES' IMPROVED SITUATION.

The New Year has opened upon a more favourable situation for the Allies than any they have known since the commencement of the campaign. So far as the British are concerned, the small Expeditionary Force of four divisions which took the field last August has now swelled into a great Army which is steadily increasing in numbers, has become inured to war, and can look back on a record of hard fighting such as British troops have seldom sustained in the past.

The struggle of the last four months has passed through three distinct phases, and has now entered upon a fourth. The first phase was represented by the great outflanking advance of the Germans and the retirement of the Allies, the second by our advance to the Aisne, and the third by the gradual extension northwards on both sides to the North Sea, followed by the desperate attacks of the enemy on the northern portion of the Allied line.

During all that time neither side obtained a decisive victory, but each was striving to obtain that necessary preliminary to victory which consists in gaining the initiative—that is, in one adversary forcing the other to conform to his movements and subordinate his actions to those of his antagonist.

In surveying the course of the struggle in the Western theatre, it is sometimes difficult to say which side has been at any given moment in this favourable position. The Germans certainly possessed the initiative during the first phase, and lost it in the second, while during the third they regained it by dint of greatly superior numbers massed against one sector of our line. From the third week in October till about the middle of November the contest took the form of an attempt on the part of the enemy to break the Allied line and gain the ports of Calais and Dunkirk; and, on our part, to prevent that attempt. In its essence, therefore, our immediate object at that time was a negative one, although regarding the war as a whole, the part then played by the French and British in the retention of large forces of the enemy in this theatre of war was a supremely important factor in achieving a positive object.

ENEMY ON THE DEFENSIVE.

Since that time, however, a slow but none the less marked change has taken place, resulting in the definite passing of the initiative into the hands of the Allies. The contest has thus entered upon a fourth phase. This is not shown so much by the material results obtained, although at most points of the Allied front ground has been gained, and as some very marked progress, resulting in the capture of guns and strongly entrenched positions, has been made; but our advantage lies in the fact that it is now the Allies who for the past few weeks have assumed and maintained an offensive rôle, while the enemy has been acting on the defensive. In order to understand what this implies it is necessary to bear in mind that the operations in the Western theatre must be viewed as a whole, and that progress must be judged by the sum total of results along the whole line and not on any section of it where, owing to the local conditions, the state of the country, or some other consideration, a forward movement may have been temporarily suspended.

The fact also that the enemy is acting on the defensive does not mean that he has given up attacking altogether, as the strong attacks delivered against the British on December 19th and 20th, as well as against various sections of the French line at different times sufficiently witness; but these have all been in the nature of counter-attacks undertaken either in order to regain ground previously lost or to relieve the pressure on some other part of the German line. It is only by balancing the total results of these attacks on both sides, one against the other, and by understanding the difference of the motives inspiring them, that a clear idea can be obtained of the really marked progress achieved by the Allies. The German defensive is an active one. It is founded on the axiom of war that the weaker a force is and the more hardly it is pressed, the more persistently should it attack, but it remains true that such action is none the less essentially defensive, even though here and there one of their counter-attacks may succeed in regaining possession of a trench or in driving back a small section of our front.

GIANTIC SIEGE OPERATIONS.

It has frequently been pointed out that the present form of warfare is neither more nor less than siege operations on a gigantic scale, and that progress in such operations cannot be measured by the standard of field operations, but the importance of such progress as is now being made lies in two factors, one being moral, the other material. If we retain the initiative it will mean that the German soldier will gradually become increasingly conscious that he is no longer marching on Calais or Paris, that instead of pressing forward his rôle is merely to maintain what has already been won, and that even this limited object is not being attained. Hitherto he has continually been told that reinforcements are about to arrive, and that an advance in force is imminent, while reports of startling victories by land and sea are disseminated broadcast in the ranks. But such fabrications can no longer carry any conviction when the troops realize that instead of attacking they are stationary or even retreating, and the moral of the enemy must inevitably become affected. The more thoroughly they are now deceived as to their true position, the greater will be the disillusionment if they realize that ultimate victory is unattainable, while upon an army such as that of the Germans, which has been taught to exalt the cult of the offensive almost into a fetish, the mere consciousness of being reduced to action on the defensive must have a most discouraging effect.

The other factor is the material advance in cumulative effect of a continued advance, however slow. The capture of some village, hill, or line of trenches may not be a great feat in itself, but it may enable the attackers to bring up their guns to a more favourable position, to enfilade some area, and so render it untenable, or to direct fire on the enemy's communications.

The final consequence of repeated small successes such as these may be that the enemy is forced to abandon strategically or tactically important points, such as towns, railway junctions, and river crossings, and fall back to another line of defence altogether. The effect of such a success will depend on the direction of the attack, on the extent to which it threatens the enemy's communications, and the extent of territory which on that account it compels him to abandon.

It must not, however, be thought that this is other than a very slow and laborious progress, or that this result is within immediate reach; yet every capture by the Allies of a trench represents a loss of ground for which the enemy has expended much blood and treasure, and is a step forward in the process of attrition which will eventually bring the war to an end.

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FORTIFICATIONS OLD AND NEW.

In order to find any parallel to the general features of such warfare as is now being waged it is necessary to go back to the days when nations sought to defend their territories by continuous lines of entrenchments or fortifications. There have been instances of this, both in ancient history, such as the Great Wall of China, and the Roman Wall in Britain, and also in modern times. Curiously enough, the very part of Flanders where the British Army is now operating was, in the early 18th century, defended by such continuous lines of fortifications, the famous so-called "Ne plus ultra" lines designed by Vauban and consisting of an elaborate system of dykes, canals, and entrenchments stretching across the low-lying valleys of the Scheldt, Scarpe, and Lys to the sea. The method of overcoming such resistance does not differ in principle from that employed in those days. There is first the careful selection of the most suitable points for attack, the preparation by bombardment, the advance by sap and parallel, the organization of assaulting columns, and the minute preparations made for establishing a foothold in each successive outwork as a point d'appui for a further advance on the main line of works. It is such operations as these which are being carried out on a front of some 300 miles, and it is only by bearing in mind the limitations necessarily imposed by such warfare that the Allied progress at this stage can be estimated.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY MAJOR D. MACDONALD.

RESIGNATION.

1.—Pte. R. W. Barney is permitted to resign, dated 8th February, 1915.

OFFICERS' TRAINING—LECTURE.

2.—There will be no lecture on Thursday, 11th inst.—Thursday, 18th February, Lieut.-Col. Moberly, D.S.O.

PARADES.

WAR NEWS.

GERMAN SHOTS GERMAN.

An officer who has been invalided home wounded states, according to the *Times*, that one day a German who had been slightly wounded in an attack on the British was pulled into one of our trenches. He at once said, "Give me a rifle. I have lived twenty-seven years out of thirty of my life in England, and it is time some of those years were spent in the trenches." He fired away at the Germans all day, and was taken back to the rear a prisoner in the evening.

"NEWS" MADE IN GERMANY.

EXTRAORDINARY OFFICIAL LIES TO ENCOURAGE GERMAN TROOPS.

One of the most remarkable specimens of German official falsification comes from South Africa, in the shape of a telegram picked up in German South-West Africa.

The original is in the possession of the South African Government, which has given out a copy for publication. The telegram gives the following, among other "news," to be communicated to the German troops:

"Complete destruction of the Russian fleet. Sea battle off Heligoland. England admits five battleships, among them Admiral's ship, destroyed. 250,000 Hollanders occupy Belgium to clear the road for German troops to France; America intervenes; does not tolerate annexation of Chinese territory by Japan. *Baden* blockades Suez Canal."

THE LAMB-LIKE GERMANS.

The German Government has given the Vatican an explanation of its treatment of Cardinal Mercier, in which it is declared that there is absolutely no foundation for the assertion that he was ever arrested or even confined to his own palace or prevented from leaving it.

The communication adds that the German authorities "entrusted with the most delicate and difficult task of maintaining order and convincing a hostile population of their sincere desire for their good" simply addressed to Cardinal Mercier "a most deferential request that he should abstain from any attitude which, by compromising the accomplishment of their duty, would ultimately involve a serious risk of harm to the population itself."

In taking this action, the explanation proceeds, the German authorities intended also to fulfil a Christian principle which must be especially dear to ministers of the Church—namely, "to avoid the shedding of blood," since anything likely to lead, "even indirectly," to agitations, risings, and tumults rendered necessary severe measures on the part of their troops for the restoration of order.

THE KAISER EATS WAR BREAD.

The announcement that the Emperor William is now eating "war bread" is treated with great seriousness by the German Press, and is the text of fresh and urgent appeals for domestic economy. The *Cologne Gazette*, in an article headed "The Kaiser eats war bread," says:—

"Notwithstanding all attempts to hammer into people the necessity of living in accordance with the supply of corn, and to support the Government in its efforts to compensate the deficiency in the supply of wheat, many citizens and their wives have still not grasped the seriousness of these admonitions, and still will not make this little sacrifice, as their contribution to the bringing of this war to a happy conclusion. Careless of the good of the whole, they cling to their old habits. Therefore, once more we make the urgent demand, 'Ask your baker for war bread.' The good example comes down to us from above."

The Chief Burgomaster of Dortmund has made an impassioned appeal on the subject. He said that most people were still living as if in a time of most perfect peace. This was true even of the working-class population, especially as wages had in many cases reached an unprecedented level. People ought to be proud to make such small sacrifices as were now required of them.

"YIELD TO NO ATTACK."

GERMAN TRIBUTE TO OUR "CONTEMPTIBLE LITTLE ARMY."

In an article headed "Tommy Atkins," the German journal *Vorwaerts* pays the following tribute to the British troops:

"In the *Frankfurter Zeitung* a correspondent taking part in the war praises the very special efficiency of the British soldiers, who, he says, yield to no attack, and, from the military standpoint, deserve the highest respect. This agrees absolutely with what others can say who have come into contact with British soldiers. Herr Heilmann, who some years ago passed through India while making a great world tour, says a soldier who has been through the Indian frontier wars with the Afghan and Afriki tribes could fall on no European battlefield, for in such fighting high demands are made upon the energy, endurance and physical training of the troops."

"With regard to shooting proficiency, so important in modern war, the British soldier may perhaps rank first, for the simple reason that he is a soldier by profession. Good shooting requires practice. This verdict agrees entirely with that of the above-mentioned correspondent of the *Frankfurter Zeitung*, who eulogizes the British conduct of war in many practical things, especially as regards clothing and the intelligence service. Mention is also made of the clever adaptation of the experience of colonial wars to European conditions."

"We had really the best and greatest characteristics of the whole nation represented in the British Army, so that the British troops are by no means enemies to be despised."

PARIS FASHIONS.

A SUBDUED NEW YEAR.

(BY "THE TIMES" FASHION CORRESPONDENT.)

In France the birth of the New Year is never passed by carelessly, and generally it is the greatest fête-day of the year. But this year the Old and the New Year depart and arrive to a sober, stately, sorrowful measure, and most of the usual customs which cling to the speeding of the parting and the welcoming of the arriving guest have been put on one side. On New Year's Eve the boulevards were comparatively empty, the chocolate shops were not at all busy, the flower shops still showed their lovely plants and gaudy ribbons as unsold, and everywhere, for days, the big shops had been pathetically trying to attract buyers by putting up large notices of "Soldes," hoping thereby to interest the few women who wanted to make presents but could not find it in their hearts to spend money on anything but useful things for the poor or the soldiers. Their success was mediocre, although there are still women who cannot resist a bargain, just as there are still women who must look very dressed no matter how "Rome be burning." But they are rare and they attract attention. The bargain buyer goes about her business a little furtively, as if she were somewhat ashamed of it, and she hopes that no one she knows will see her. The very dressed woman is frankly stared at by every one, and the shop assistants make quite little grimaces at each other with, "Qu'elle est chic! hein!" It is no longer the fashion to be in the fashion in any noticeable way, and to show an undue interest in the making of a new dress proves one to be "one of the neutrals." No Frenchwoman seems capable of getting up the least enthusiasm in the very things for which she is supposed to have lived. All the little ceremonies which make up French life, all the material benefits which all most women's thoughts seem to be sunk in the one absorbing emotion—the war. For months now Frenchwomen have shown only serious faces, and the New Year has found many of them grief-stricken.

JANUARY CALLS.

January, in France, is known as the month of calls. Youth and modernity fulfil their duties in this direction with much grumbling as a rule. To spend every afternoon during one whole month in paying visits is, to them, a real sacrifice of time and energy. But so faithful are the majority to the traditions of their race that they do not often break away from them, and the January calls are made. Maiden aunts, rich and poor, cousins who are not heard of except in January, friends of the family who are rarely seen, and a whole host of nearer relations and closer friends have to be called upon, presented with gifts, and generally reminded that they are not forgotten. From the Elysées to the most modest French families, from the most royal of Royalists to the most imperial of Imperialists, the New Year's call is sacred, and the amount of flowers and bouquets that the bachelors of society are supposed to send to hostesses of the past year is stupendous. In 1871, when Paris was undergoing a siege, these New Year frivolities became sensible presents. One woman received a small box of eggs and some dried fruit, as they were not only *hors de prix*, but also almost impossible to find. Another got a pound of sausages and was delighted, as they were guaranteed as not coming from Frankfurt. A shade of gaiety still hovered over the Paris of 1870 and 1871, but over the Paris of 1914 there is no gaiety at all. The question of giving presents is not even discussed; it is merely ignored. Those who feel they can give, give; but their number is few. The children are not allowed to suffer, and the new-born babies get their ivory crosses, their silver rattles, and their coral suckers just the same; but the society women come off badly, as the bachelors are at the front.

A SAD NEW YEAR'S DAY.

The *petite bourgeoisie* has, perhaps, kept up more of the New Year festivities than any other class, for even as they cling to "Sunday finery" so do they reach forth to New Year feasting. It comforts them to meet together and talk over their men who are fighting, and it is their only opportunity; for "keeping things going" makes visiting at other times impossible. As a rule cards come from the upholsterer, the dressmaker, the piano-tuner, and the baker sends a cake on twelfth night; but this year we get none of these things, and the world which serves us in only that prices must go up and provisions cannot improve in quality. The postmen bring their tips, the concierge must have her usual dose, for she is even more powerful without her husband than with him, now that he is "dans les tranchées," all the many calls of that kind go on just the same, and only the really brave dare to adjust them fairly.

Whichever way we look at it, New Year's Day was a sad business this year, and we need all our fortitude, all our sense of humour, all our hope, to make us face 1915 with anything but a wry smile. The midnight service at Sacré Cœur on the heights of Montmartre thrilled those who were present with strong emotions, and the chimes "presented a train of pensive imagery" to the minds of many. Never has France ushered in the New Year with so many prayers as this year, and of all the fashions which have swayed her, which have possessed her, mind and body, none has suited her so well and more surely, will bring her a finer and more satisfying harvest.

Appropos of things "made in Germany," a correspondent reminds us of what Shakespeare thought of them:—

... like a German clock,
Still a-repairing; over out of frame;
And never going aright, being a watch,
But being watch'd that it may still go right!

—*Love's Labour Lost*. Act III. Sc. 1.
Last speech.

HERR BALLIN ON THE NAVAL WAR.

DEMAND FOR A NEW BASE.

Herr Ballin, the head of the Hamburg-Amerika Line, sends a very interesting reply to the request of the *Frankfurter Zeitung* for the expression of a "New Year's wish." In order to reconcile an admission of Germany's appetites with her previous assurances that she had none, Herr Ballin begins thus:—

Among the many incontrovertible proofs that Germany did not plan and did not want this war is the circumstance that we had to enter upon the war without a programme. When the war had become inevitable, the German people knew only one thing—that it had to wrestle for its existence against a world of enemies. Germany at the beginning entered upon this great war with nothing but the one aim of winning for herself a peace which would give coming generations also the guarantee for a further quiet and secure development of the Fatherland. It is only during the progress of the period of war that the wishes associated with this aim have assumed a firmer shape, and one may confidently expect that the men who have to bear the great responsibility will know how to fashion the programme for the peace in such way as is necessary for the attainment of the great aim.

TRADE AT A STANDSTILL.

After remarking that the responsible men cannot desire at present a public discussion of their task, Herr Ballin says that there is, however, one lesson which must already be learnt from the war. He proceeds:—

In my youth sailors used to give the name of "the wet triangle" to the North Sea area which extends between Heligoland and the river mouths. Our experience during the months of war in the North Sea causes us to recognize the incontrovertible fact that our ports behind this "wet triangle" do not provide the conditions necessary for the activity of our battleships, and that for the future assurance of a happy peace it is necessary for us to get out—to the sea.

The mischievous interference, which is bringing our overseas trade almost to a standstill is possible for the English Navy only because the North Sea area proved liable to easy blockade (*leicht absperrbar*) and the piratical pressure which England is exercising to-day upon the neutral Scandinavian States and Holland would have been impossible if we had had for our Navy a base corresponding to the importance of the Navy and the fighting spirit of its brave officers and men.

Therefore we must get away from the North Sea area, and seek a naval base which in future, at any rate in this part of the world, will assure to us the same possibilities that England enjoys and ruthlessly exploits.

Herr Ballin's admissions are almost as interesting as his "wishes." He now tells us that the British Navy has brought German overseas trade almost to a standstill, that the blockade of the German coast area has proved to be not impossible, but easy, and that Germany's strategic position is inadequate for the activity of her fleet. When, on November 14th, an article in the *Times* from a distinguished neutral citizen included Herr Ballin among leaders of German commerce and industry who were not "even remotely cheerful about the ultimate prospect," Herr Ballin repudiated all such views, and said, "England is already beaten to-day, for an England that hides her fleet in such a war and henceforth trusts herself no more on the sea, has ceased to be old England."

BRITAIN'S WORSHIP OF ALL THINGS GERMAN.

Professor W. Ridgway in his presidential address at the annual meeting of the Classical Association, in the Merchant Taylors' Hall, on January 7th, said that British lethargy had brought the leading minds in Germany to the conclusion that England was so besotted by cowardice, luxury, and sloth that she would fall as easy prey to any martial race. That contempt was in no small degree due to the attitude, not only of British politicians, but also of British scholars, theologians, and scientists, with some exceptions, towards everything German. They were always bowing down to the idols of Germany. For the last two generations British scholars, theologians, and men of science had aimed chiefly at being the first to introduce into this country the latest thing said in Germany, even though it might be the worthless thesis of some young candidate for his doctorate. What was worse, no one dreamed of inquiring whether the statements of the *avant* were correct or his arguments valid. Still worse, this worship of things German led the ordinary British scholar, theologian, and scientist to hold up to ridicule and censure as foolish or blasphemous any fellow-scholar or scientist who was rash as to controvert the current views in Germany. He spoke from personal experience.

Now, what a change! Some of those very men who were always lauding everything German, and who did all in their power to stifle free discussion in this country, and some of whom lived by preaching German ideas, were now hurling denunciations on German science, German scholarship, and everything else German. Let British scholars, theologians, and scientists in the future take whatever, when thoroughly tested, seemed the truth from Germany and everywhere else, and that, too, with full acknowledgment. But let them submit every new idea, whether the product of the greatest German or the humblest British subject, to the same rigid test of criticism, and let them keep clear of those who were no over-violent or so over-civil that every German with them was either god or devil.

In connection with the Children's Entertainment at Kowloon in aid of the Belgian Relief Fund we are asked to mention that the promoters are grateful to the Robinson Piano Co. for kindly lending a piano.

THE MEN WHO DID.

SOLDIERS' STORIES TOLD IN THEIR OWN WORDS.

TRIBUTE TO SIR J. FRENCH.

The history of this war, written from the standpoint of the private soldier, would make intensely interesting reading. His powers of observation are far greater than many people give him credit for, and he sometimes sees things which are not always apparent to his superiors. Just as a straw will tell how the wind blows, so the unvarnished tales from the trenches would fill many a gap in a bald official history, and incidentally supply the key to one of the most important factors in the success of the allied forces—the personality of the British soldier.

Men who have fought through the war from the Battle of Mons have developed very decided views upon a variety of subjects, and some of these opinions were recently imparted to a *Daily Graphic* representative by a soldier who was with one of the first units to land in France.

"You may take it that every man in the British ranks has implicit confidence in the men who lead him," he remarked. "We do not believe that the Germans have a leader who can compare with our own Field-Marshal or General Joffre. It will not be far from the truth to say that Sir John French is literally loved by our men, and in some curious way I can't help thinking that this feeling is somewhat mixed up with Sir John's personal appearance. A short time ago he was in the rear of one of our trenches with a number of other officers' staff-ward men who quite dwarfed their little chief. While they were chatting together a gruff voice from the trench startled everybody by saying, 'The littlest one of the lot, and the only one who's got any brains.' They tried to find that man, but nobody knew who he was."

WHAT "JACK JOHNSONS" SAY.

"I was in the retreat from Mons, at which time we had a very poor opinion of the German infantry. Since then our views have been modified. Behind his trenches the German 'foot-slogger' has greatly improved, although we still have more respect for the enemy's artillery. It is a sort of thing you can't help, when life seems little else than bursting shells and mud. We know when the 'Jack Johnsons' are coming by a weird whistle which reaches us when they are about 150 yards away; some of us are beginning to think that these huge shells are almost human, because they crash into the earth with a sound just like 'K-r-r-r-r,' as though to tell us where they have come from."

"We always know when we are going into action. 'D' Company, fall back for a double ration of —.' That is the only order, and 'D' Company goes forward, asking the other chap to shout for them."

"One of many curious ideas in this country is that we charge cheering ourselves hoarse. We do nothing of the kind. The cheering is left to the lookers-on, while we grit our teeth and save our breath for the rush."

"Of course, the fellows are always grumbling—they would not be British if they didn't. They make all sorts of polite remarks about the food, but they eat it all the same—and look very well on it, too. The old soldiers know they have never been better fed in their lives. In the early days we marched through what must have been the most beautiful country in the world—orchards and gardens everywhere, and plenty of fresh fruit. To-day that same country is a dreary waste, for the Germans have been over it and we have chased them back again. But although there is no more fruit, there is abundance of fresh meat—that is, frozen."

POORLY-CLAD GERMANS.

"The chaps who work the transport trains have had a gruelling time, but they have stuck it well. It is not very easy to get leave in this branch of the service, and some of the men have been out there from the first. The excuses made for getting away for a few days ought to make the adjutant weep; but his blue pencil, which hasn't got any feelings, adds only one word by way of commentary—'Cancelled.'"

"The German prisoners generally are a poor lot—simply disguised as soldiers with uniforms which look like sacks. The officers alone seem to get tunics to fit them. And the men are all ages—some not more than fifteen, others who look nearer seventy. The most interesting capture my detachment made was a dog, which at first only understood German. But when he found out that the nearest way to dinner was the all-British route he quickly decided that English was a more gentlemanly language than Deutsch. "Speaking generally, our men are taking their hardships well. Give some of them a little tobacco, and nothing short of a shell would kill them; they can sleep and live anywhere, and all they ask for is tobacco—English, not French."

FORTHCOMING EVENTS.

TO-DAY.

Noon—Kowloon Land & Building Co., Ltd., Meeting of Shareholders.

Sunday, 14th Feb.—Chinese New Year Day.

Monday, 15th Feb.—

6 p.m.—Concert at the Italian Convent.

9.15 p.m.—Italian Grand Opera Co., at the Theatre Royal—"Il Trovatore."

Tuesday, 16th Feb.—

6 p.m.—Concert at the Italian Convent.

9.15 p.m.—Italian Grand Opera Co., at the Theatre Royal—"La Traviata."

Wednesday, 17th Feb.—

9.15 p.m.—Italian Grand Opera Co., at the Theatre Royal—"Cavalleria Rusticana," and "Pagliacci."

Thursday, 18th Feb.—

3 p.m.—Auction of a 40 H.P. Four-Cylinder Limousine Car at Sales Rooms, by Messrs. Hughes & Hogg.

9.15 p.m.—Italian Grand Opera Co., at the Theatre Royal—"Rigoletto."

Friday, 19th Feb.—

9.15 p.m.—Italian Grand Opera Co., at the Theatre Royal—"Faust."

Saturday, 20th Feb.—

Noon—Hongkong and Shanghai Banking Corporation Meeting of Shareholders at City Hall.

9.15 p.m.—Italian Grand Opera Co., at the Theatre Royal—"Carmen."

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GRAVING DOCK—787' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telegraphic Address—"TAIKOO DOCK."

130

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: Connecting with "GUJARAT" 26th Feb. FROM COLOMBO: 17th Mar.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and offering the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 5th March.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FIXED WEEK WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

ELLERMAN LINE.

JAPAN, CHINA AND STRAITS

TO

MARSEILLES, LONDON AND LIVERPOOL.

A Frequent Service of Fast Cargo Steamers will be maintained between above Ports, commencing with the

S.S. "CITY OF DURHAM,"

Sailing from Hongkong on the 20th February, to be followed by the

S.S. "CITY OF CORINTH,"

on the 20th March and other high-powered Steamers at frequent intervals.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

GENERAL AGENTS.

Hongkong, 8th February, 1915.

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
CEIMANOEK	—	—	SHANGHAI	First half of Feb.
TEIKENRANG	JAPAN	First half of Feb.	JAVA	First half of Feb.
TJILIWONG	JAVA	First half of Feb.	JAPAN	Second half of Feb.
TJIBODAS...	JAPAN	Second half of Feb.	JAVA	First half of Mar.
TJIKINI	JAVA	Second half of Feb.	SHANGHAI	First half of Mar.
TJILATJAP	JAVA	First half of Mar.	JAPAN	First half of Mar.
TJITAROEM	JAVA	Second half of Mar.	SHANGHAI	Second half of Mar.
TJIPANAS...	JAVA	Second half of Mar.	JAPAN	Second half of Mar.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 1574.

Hongkong, 5th February, 1915.

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THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Sails Hongkong for Australia
"TAIYUAN" ...	17th February.	22nd February.
"CHANGSHA" ...	25th March.	6th April.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light, throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 8th February, 1915. Telephone No. 36. AGENTS.

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SHIPPING

ARRIVALS.
 BENVENUE, British str., 2,505, Brodie, 9th February—Singapore, 2nd February.
 General—Gibb, Livingston & Co.
 CHINSEE PRINCE, British str., 3,223, H. Jeffries Davies, 8th February—Shanghai 7th February, General—Shewan, Tomes & Co.
 CHIU, French str., 11,270, Cozal, 9th February—Marseilles 19th January, General—Messageries Maritimes.
 HANGSANG, British str., 1,356, Wilde, 9th February—Swatow 8th February, General—Jardine, Matheson & Co.
 HUICHOW, British str., 1,222, Shano, 9th February—Hohow 7th February, General—Butterfield & Swire.
 LOONGSANG, British str., 1,592, Leask, 9th February—Manila 6th February, General—Jardine, Matheson & Co.
 TANGO MARU, Japanese str., 4,330, K. Soyeda, 9th February—Manila 6th February, General—Nippon Yusen Kaisha.
 TAKATA MARU, Japanese str., 4,330, K. Soyeda, 9th February—Singapore 2nd February, General—Nippon Yusen Kaisha.

SHIPPING REPORTS.
 The British str. *Huichow* reports: Moderate weather latterly dense fog.
 The British str. *Hangsang* reports: Thick fogs throughout passage from Swatow.
 The British str. *Loongsang* reports: Light S.W. wind, smooth sea, dense fog 30 miles S.E. of Waglan.

PASSENGERS.

ARRIVED.
 Per *Hangsang*, from Swatow, etc., Mr. H. C. Taylor and Mrs. Eddy.
 Per *Loongsang*, from Manila, Messrs. Smith, Wilson, Beattie and McEldrick.
 Per *Tango Maru*, for Hongkong, from Manila, etc., Mr. and Mrs. F. P. Bartley, Mrs. H. E. Clark, Mrs. E. Fawcett, Mr. E. F. Koch, Mr. G. Suinoco, Mr. G. A. Reid, Miss J. H. Wigham and Mr. F. J. Toole.
DEPARTED.
 Per *Tango Maru*, for Japan, etc., Mr. and Mrs. Carlisle, Mr. Z. Nishida, Mrs. K. Yamazaki, Mr. Coch, Mr. Campbell, Mrs. Nikolenco, Mr. E. F. Koch, Mr. and Mrs. Holyoke, Dr. and Mrs. Elliott, Mr. and Mrs. Masuya, Mr. Takao, Mr. K. Yamamoto.
 Per *Noda Maru*, for Seattle, etc., Mrs. T. C. Welch, Miss I. H. Wigham, Mrs. P. P. Porter, Mr. and Mrs. Bartley, Mr. and Mrs. Harris, Mr. C. Kojima, Mr. I. Koyama, Mr. and Mrs. Pearson, Mr. Birck, Miss N. Moore, Mr. U. Motomura, Mr. Aoyagi, Mr. C. Sawara, Mr. S. Takahashi, Mr. T. Uno, Mr. K. Yabuko, Miss S. Yoshimoto, Mrs. G. D. Sharnhorst, Miss M. L. Sharnhorst, and Miss H. E. Sharnhorst.

VESSELS ON THE BERTH

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALLABAR COAST.)

S.S. "CHINESE PRINCE"
 On or about 10th Feb.
 For Freight or information apply to
 SHEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 19th January, 1915. [183]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR SATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ORIENTAL."
 Captain A. L. Valentini, carrying His Majesty's Mail, will be despatched from this port for BOMBAY on FRIDAY, the 12th February, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOLDAVIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "CALEDONIA," due in London on the 26th March, 1915.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWITT,
 Superintendent.
 Hongkong, 1st February, 1915. [1]

AMERICAN & ORIENTAL LINE.
 FOR NEW YORK VIA PANAMA

"ROYAL PRINCE."
 Captain Conell will be despatched as above on WEDNESDAY, 24th February.
 For Freight, etc., apply to
 THE BANK LINE, LTD.,
 General Agents.
 Hongkong, 29th January, 1915. [300]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 12th inst. at Noon.
LONDON & HONGKONG VIA PENANG, COLOMBO, &c.	NAMUR	Brit. str.	—	A. Collier	P. & O. S. N. Co.	On 31st inst. at 10 A.M.
MARSEILLES VIA PORTS	KANG MARU	Jan. str.	—	Shimizu	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES, LONDON & LIVERPOOL	VILLE DE LA GUYAN	Brit. str.	—	—	MESSAGERIES MARITIMES	On 20th inst. at 1 P.M.
VICTORIA, B.C. & TACOMA VIA MANILA & JAPAN	CITY OF DUBUQUE	Jan. str.	—	—	THE BANK LINE LIMITED	On 24th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SHATTAH MARU	Jan. str.	—	T. Saito	DIANA SHOSHEN KAISHA	On 22nd inst. at 3 P.M.
VICTORIA, B.C. & TACOMA VIA MANILA & JAPAN	YOKOHAMA MARU	Jan. str.	—	Komatsubara	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
NEW YORK VIA PORTS & SUEZ CANAL	MEXICO MARU	Jan. str.	—	N. Kobayashi	OSAKA SHOSHEN KAISHA	On 6th inst. at 3 P.M.
NEW YORK VIA PANAMA	CHINESE PRINCE	Brit. str.	—	—	SHAW, TOMES & Co.	On 10th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	ROYAL PRINCE	Brit. str.	—	Coall	THE BANK LINE LIMITED	On 24th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONTAGUE	Brit. str.	—	A. J. Hall	OSAKA SHOSHEN KAISHA	On 24th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	Emory Elson	PACIFIC MAIL S.S. CO.	On 17th inst. at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHINYO MARU	Jan. str.	—	H. S. Smith	TOYO KISEN KAISHA	On 23rd inst. at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NIPPON MARU	Jan. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 27th inst. at 10.30 A.M.
SEKIAN, PERUVIAN & CHILE PORTS VIA JAPAN	PERUSA	Am. str.	—	J. Hill	PACIFIC MAIL S.S. CO.	On 2nd inst. at Noon.
AUSTRALIAN PORTS	AMERICAN	Am. str.	—	G. L. Smith	TOYO KISEN KAISHA	On 10th inst.
AUSTRALIAN PORTS VIA MANILA	AMERICAN	Am. str.	—	G. L. Smith	TOYO KISEN KAISHA	On 14th inst. at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	AMERICAN	Am. str.	—	G. L. Smith	TOYO KISEN KAISHA	On 14th inst. at 11 A.M.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	TAITAN	Brit. str.	1 m.	P. W. Grierison	THE BANK LINE LIMITED	On 25th inst.
JAPAN	GUJABAT	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA KOBE & MOJI	YATSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 15th inst. at D'light.
KOBE & YOKOHAMA	TAKATA MARU	Jan. str.	—	—	NIPPON YUSEN KAISHA	To-morrow.
NAGASAKI, KOBE & YOKOHAMA	NICKO MARU	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst. at 10 A.M.
TIENSIN	CHONGSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at D'light.
SHANGHAI	LUCHOW	Brit. str.	1 m.	R. Takeki	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	MAUSA	Brit. str.	—	G. W. Cookson, R.N.R.	P. & O. S. N. Co.	About 13th inst.
SHANGHAI	LANGKANG	Brit. str.	—	Snecor White	JARDINE, MATHESON & Co., Ltd.	On 14th inst. at D'light.
SHANGHAI	SHAOHSING	Brit. str.	1 m.	K. E. Teabben	BUTTERFIELD & SWIRE	On 14th inst. at D'light.
SHANGHAI	CHESAN	Brit. str.	1 m.	Lloyd Jones	JARDINE, MATHESON & Co., Ltd.	On 16th inst. at D'light.
SHANGHAI & KOBE	KWONGSANG	Brit. str.	—	W. F. Richard	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI	TOSA MARU	Jan. str.	—	Takano	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at 3 P.M.
SHANGHAI	CHONGSANG	Brit. str.	—	S. Finderson	NIPPON YUSEN KAISHA	On 20th inst.
SHANGHAI & KOBE	RANGOON MARU	Jan. str.	—	H. Nomura	MESSAGERIES MARITIMES	About 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	ATANTIQUE	Brit. str.	—	Charbonnel	JARDINE, MATHESON & Co., Ltd.	On 25th inst. at D'light.
SHANGHAI, KOBE & MOJI	NAMANG	Brit. str.	—	Gilroy	P. & O. S. N. Co.	About 25th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMUR	Brit. str.	—	A. Collier	JAVA-CHINA-JAPAN LINE	To-morrow, at Daylight.
SHANGHAI	TIJMANOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
NINGPO & SHANGHAI	FARHAI	Brit. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 17th inst. at 8 A.M.
FOOCHOW & SWATOW & AMOY	KALAM MARU	Jan. str.	—	K. Hattori	OSAKA SHOSHEN KAISHA	On 14th inst. at Noon.
AMOY & TAKAO VIA SWATOW & AMOY	SOSEI MARU	Jan. str.	—	S. Tokushige	DOUGLAS LAFRAIR & Co.	On 12th inst. at D'light.
AMOY & KEELUNG VIA SWATOW & AMOY	DAIJI MARU	Jan. str.	—	J. W. Evans	DOUGLAS LAFRAIR & Co.	To-day, at Noon.
AMOY & FOOCHOW	HAIXAN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIR & Co.	On 13th inst. at 1 P.M.
SWATOW	HAIXAN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIR & Co.	On 13th inst. at 1 P.M.
SWATOW	HAIXAN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIR & Co.	On 13th inst. at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAIXAN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIR & Co.	On 13th inst. at 1 P.M.
MANILA, CEBU & ILOILO	CHONGSANG	Brit. str.	1 m.	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 18th inst. at 4 P.M.
MANILA	CHONGSANG	Brit. str.	1 m.	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 18th inst. at 4 P.M.
MANILA, CEBU & ILOILO	CHONGSANG	Brit. str.	1 m.	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 18th inst. at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TIJMANOR	Brit. str.	—	J. Robertson	JAVA-CHINA-JAPAN LINE	Quick despatch.
FOOCHOW & SWATOW & AMOY	TIJMANOR	Brit. str.	—	J. Robertson	JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	TIJMANOR	Brit. str.	—	J. Robertson	JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY VIA SINGAPORE, PENANG & CALCUTTA	TIJMANOR	Brit. str.	—	J. Robertson	JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE & PENANG	TIJMANOR	Brit. str.	—	J. Robertson	JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE & PENANG	TIJMANOR	Brit. str.	—	J. Robertson	JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG, RANGOON & CALCUTTA	TIJMANOR	Brit. str.	—	J. Robertson	JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	TIJMANOR	Brit. str.	—	J. Robertson	JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, MAURITIUS & SOUTH AFRICAN PORTS	TIJMANOR	Brit. str.	—	J. Robertson	JAVA-CHINA-JAPAN LINE	Quick despatch.
SANDAKAN	TIJMANOR	Brit. str.	—	J. Robertson	JAVA-CHINA-JAPAN LINE	Quick despatch.
HONGKONG & HAIPHONG	TIJMANOR	Brit. str.	—	J. Robertson	JAVA-CHINA-JAPAN LINE	Quick despatch.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

DESTINATION	DATE	TIME
HONGKONG & HAIPHONG	Thursday, 11th Feb.	11 A.M.
SANDAKAN	Saturday, 13th Feb.	Noon.
MANILA	Saturday, 13th Feb.	3 P.M.
SHANGHAI	Saturday, 14th Feb.	D'light.
SHANGHAI	Tuesday, 16th Feb.	D'light.
YOKOHAMA, KOBE & MOJI	Tuesday, 16th Feb.	D'light.
TIENSIN	Friday, 19th Feb.	D'light.
SHANGHAI	Friday, 19th Feb.	3 P.M.
SINGAPORE, PENANG & CALCUTTA	Saturday, 20th Feb.	3 P.M.
MANILA	Saturday, 20th Feb.	3 P.M.
SINGAPORE & PENANG	Saturday, 20th Feb.	3 P.M.

The Steamers "Kwang", "Namang" and "Fookang" leave Hongkong for Shanghai and Japan returning via Kobe (Malakka Sea) and Moll to Hongkong. Time occupied 30 days. This service is supplemented by the "Yatshing", "Kwang", and "Fookang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moll and returning via direct to Hongkong. Time occupied 3 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A daily qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Rangoon, Calcutta, Singapore, Penang, Siam, Java, and other ports.
 Telephone No. 215, Sub. Exch. 4.
 Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
 Hongkong, 10th February, 1915. GENERAL MANAGERS. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

AGENTS

Hongkong, 16th April, 1914. 25

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

For Freight and Further Particulars, apply to Telephone No. 215 Sub. Ex. No.

JARDINE, MATHESON & Co., Ltd.,

Hongkong, 15th January, 1915.

AGENTS

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PACIFIC MAILS S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 10000 tons

PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA Sailing WEDNESDAY, 17th Feb. at 1 P.M.

PERSIA (via Manila) Sailing TUESDAY, 2nd Mar. at Noon.

KOREA Sailing TUESDAY, 8th Mar. at 1 P.M.

SIBERIA Sailing WEDNESDAY, 17th Mar. at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—both water swimming tank, Philharmonic orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,

King's Buildings, Tel. No. 141.

CANADIAN PACIFIC RAILWAY CO.'S

STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

"MONTEAGLE"

WILL SAIL FROM HONGKONG FOR

VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, Louisa, etc.

24th FEBRUARY AND 1st MAY.

Subsequent dates of sailing will be announced later.

PASSAGE RATES:—

VANCOUVER £31; LONDON £43 AND £45.

Rates to other Ports furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

Hongkong, 18th January, 1915.

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SHIPPING IN PORT.

STRAMERS.
 HANOT, British str., 738, Lo Chevalier, 6th February—Haiphong 2nd February, General—A. L. Marty.
 HSIN KONG, Chinese str., 1,362, A. P. Sangster, 6th February—Shanghai 4th February, General—Chinese.
 HONGY, British str., 1,148, Hobbs, 4th February—Swatow 3rd February, General—Butterfield & Swire.
 ISUKUSHIMA MARU, Japanese str., 2,601, Kamimura, 4th February—Mito 28th January, Coal—Mitsui Bussan Kaisha.
 JAVA MARU, Japanese str., 2,647, D. Fuchigami, 5th February—Moji 30th January, General—Osaka Shosen Kaisha.
 KANAKUR, British str., 2,593, F. J. Archbold, 5th February—San Francisco 5th January, Bulk Oil—Standard Oil Co.
 LOKSANG, British str., 907, D. W. Ritchie, 7th February—Haiphong 5th February, General—Butterfield & Swire.
 LUCHOW, British str., 1,221, Meathrel, 7th February—Shanghai 4th February, General—Butterfield & Swire.
 MAUSANG, British str., 1,044, 5th February—Sundakan 29th January, General—Jardine, Matheson & Co.
 MONTAGUE, British str., 3,953, F. L. Davidson, 17th January—Bombay 1st January, Nil—Canadian Pacific Railway Co.
 PHUMPHIN, British str., 1,359, C. W. Bird, 7th February—Saigon 3rd February, Rice—Chinese.
 ROBERT DOLLAR, American str., 3,420, R. L. Morton, 6th February—Manila 3rd February, Hemp—Robert Dollar & Co.
 SABINE RECKMERS, Dutch str., 515, J. Schimmerman, 5th February—Swatow 4th February, Ballast—Asiatic Petroleum Co.
 SALAHADIN, Dutch str., 1,237, J. Liberg, 5th February—Singapore 27th January, Bulk Oil—Asiatic Petroleum Co.
 SHANON, British str., 3,225, Reid, 6th February—San Francisco 5th February, Ballast—Standard Oil Co.
 TAILWONG, Dutch str., 3,600, Oldenburger, 7th February—Batavia, Sugar and General—Java-China-Japan Line.

LATEST STEAMER MOVEMENT.

The A. & O. Line str. *Royal Prince* arrived at Yokohama on the 8th February, and may be expected here on the 23rd February.

VESSELS EXPECTED.

AMERICAN MAIL.
 The P.M. str. *Mongolia* arrived at Manila on the 7th February, and will be despatched from that port for Hongkong on the 10th February, and is expected to arrive here on the 12th February, a.m.

AUSTRALIAN MAIL.
 The E. & A. str. *St. Albans* left Sydney for this port (via Queensland Ports and Manila) on the 27th January, and may be expected to arrive here on or about the 18th February.

THE ENGLISH MAIL.
 The P. & O. str. *Malta* left Singapore for this port on the 7th February, p.m., with the outward English mails, and is due here on the 12th February, at about 5 p.m.

MICROTAIN STEAMERS.
 The Barber Line str. *St. Egbert* left New York for Hongkong via Suez Canal on the 2nd January and is due to arrive here about the beginning of March; and the Barber Line str. *Bolton Castle* for Hongkong via Panama Canal left New York on the 29th January and is therefore due to arrive here about the beginning of April.

VISITORS AT HOTELS.

HONGKONG HOTEL.
 Mr. E. S. Abraham Mr. Edw. Larmon

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	ORIENTAL Capt. A. L. Valentini	12th Feb.	See Special Advertisement
SHANGHAI	MALTA Capt. G. W. Cookman, R.N.R.	13th Feb.	Freight and Passage
SHANGHAI MOJI, KOBE and YOKOHAMA	NAMUR Capt. A. Collyer	About 20th Feb.	Freight and Passage
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR Capt. A. Collyer	10 A.M. 31st Mar.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 9th February, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"PAKHUI"	On 11th Feb. D'light.
SHANGHAI	"LUOHOW"	On 11th Feb. 4 P.M.
SHANGHAI	"SHAOSING"	On 14th Feb. D'light.
SHANGHAI	"CHENAN"	On 14th Feb. D'light.
MANILA, CEBU and ILOILO	"CHINHUA"	On 18th Feb. 4 P.M.
MANILA, CEBU and ILOILO	"SUNGKIANG"	On 23rd Feb. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly, S.S. "LINTAN" and S.S. "SANUL".

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck; all on "TAMING" and "TEAN".

SHANGHAI LINE—THE TWIN-SCREW STEAMERS "ANHUI" and "CHENAN" and the S.S. "KANCHOW", "LIANGCHOW", "LUOHOW" and "YINGOROW" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 10th February, 1915

TELEPHONE 35. AGENTS.

14

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	On 18th Feb.	On 19th Feb. 11 A.M.
ST. ALBANS	On 18th Feb.	

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS

23

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 5th February, 1915.

AGENTS

29

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	FRIDAY, 12th Feb., at D'light.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 19th Feb., at 1 P.M.

* The s.s. "Haitan" will not call at Swatow.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HALMUN	Capt. A. H. Stewart	WED'DAY, 10th Feb., at Noon.
"SUNDAY"	Capt. A. H. Stewart	14th Feb., at 10 A.M.
"HAIYANG"	Capt. A. B. Hodgins	FRIDAY, 12th Feb., at 1 P.M.

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 10th February, 1915.

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
SHINYO MARU	22,000—21 knots	TUES., 23rd Feb.
CHIYO MARU	22,000—21 knots	TUES., 23rd March.
TENYO MARU	22,000—21 knots	TUES., 18th April.
NIPPON MARU	11,000—18 knots	TUESDAY, 27th April.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.

"Manila" at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS)	£120.
FIRST CLASS TO NEW YORK	£80.		£96.10.
" " " SAN FRANCISCO	£45.		£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDLEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sail
ANYO MARU	18,500—15 knots	Wednesday, 10th March.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, Acting Agent,
King's Building.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA MANILA, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	MONDAY, 22nd Feb., at 3 P.M.
"MEXICO MARU"	N. Kobayashi	SATURDAY, 6th Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted for carrying Bulk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"HOKKAI MARU"		SATURDAY, 20th Feb., at 7 A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIYO MARU"	Y. Yamamoto	THURSDAY, 11th Feb., at Noon.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokutake	SUNDAY, 14th Feb., at Noon.
"DAIJIN MARU"	K. Marukami	THURSDAY, 18th Feb., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHIU MARU"	K. Hatori	WED'DAY, 17th Feb., at 8 A.M.

These Steamers of Coset and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office). For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,

Second Floor, No. 1, Queen's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

For	OUTWARD	STEAMER	To SAIL
SHANGHAI, KOBE and YOKOHAMA	ATLANTIQUE		On or about 23rd February.
	HOMEWARD		

MARSEILLES VIA PORTS ... VILLE DE LA CIOTAT On 20th Feb., at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail. Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

21

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, & THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
Mar. 1	ORIENTAL	Feb. 8	Feb. 19	MOLDAVIA	Friday Mar. 12	Thursday Mar. 19
Mar. 29	MALTA	Feb. 23	Feb. 26	EGYPT	Mar. 21	Apr. 3
Apr. 12	SARDINIA	Mar. 1	Mar. 11	MEDINA	Apr. 10	Apr. 16
May 10	NUBIA	Mar. 21	Mar. 26	MONGOLIA	Apr. 24	Apr. 30
	ORIENTAL	Apr. 8	Apr. 10	MALWA	May 8	May 14
	MALTA	Apr. 19	Apr. 23	MORRA	May 22	May 28
	SARDINIA	May 3	May 7	MALOJA	June 5	June 11
	NUBIA	May 17	May 31	MOOLTAN	June 19	June 25

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A"	Accommodation Single £55. Return £97.	£55. Return £97.
2nd Saloon "A"	"B" " " £44. " £86.	"B" " " £44. " £86.
1st Saloon "A"	Accommodation Single £51. Return £91.	£51. Return £91.
2nd Saloon "A"	"B" " " £42. " £83.	"B" " " £42. " £83.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Leave MARSEILLES	Leave LONDON
NAMUR	Mar. 15	Mar. 26	Mar. 31	Apr. 6	May 4	May 12
NORE	Mar. 29	Apr. 9	Apr. 14	Apr. 20	May 18	May 27
NELLORE	Apr. 26	May 7	May 13	May 18	June 15	June 24
NAGOYA	May 10	May 21	May 26	June 1	June 29	July 8

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO. FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £45 Single; £70 Return.

FARES TO MARSEILLES: 1st Saloon £46 Single; £71 Return. 2nd Saloon £41 Single; £66 Return. All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10% For Further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. Shimizu	16,000	THURSDAY, 11th Feb., at Noon.
	KASHIMA MARU Capt. M. Yagi	20,000	THURSDAY, 25th Feb., at Noon.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. Komatsubara	12,500	TUESDAY, 23rd Feb., at Noon.
	AWA MARU Capt. T. Hori	12,500	MONDAY, 1st March, at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU Capt. Sato	18,500	MONDAY, 15th Feb., at 11 A.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGOR	TANGO MARU Capt. Soyada	15,500	TUESDAY, 16th March, at 4 P.M.
BOMBAY VIA SINGAPORE and COLOMBO	COLOMBO MARU Capt. Sakamoto	12,000	MONDAY, 22nd February.
	JINSEN MARU Capt. Torada	5,000	TUESDAY, 16th February.
SHANGHAI and KOBE	RANGOON MARU Capt. Nomura	12,000	SATURDAY, 20th February.
SHANGHAI and KOBE	TOSA MARU Capt. Takano	12,000	WED'DAY, 17th February.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. H. Takeda	9,600	MONDAY, 15th Mar., at 10 A.M.
KOBE and YOKOHAMA	TAKATA MARU Capt. ...	13,500	THURSDAY, 11th February.

5 Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

STEAMERS	Displacement	Leave Hongkong
KAMO MARU	16,000	Thurs., 11th Feb.
KASHIMA	20,000	" 25th Feb.
MISHIMA	16,000	" 11th Mar.
SUWA	25,000	" 25th Mar.
ATSUTA	16,000	" 6th Apr.
YASAKA	25,000	" 22nd Apr.
MIYASAKI	16,000	" 6th May.
KITANO	16,000	" 20th May.
FUSHIMI	25,000	" 3rd June.

FOR AMERICA.

YOKOHAMA MARU	12,500	Tues., 23rd Feb.
AWA	12,500	Mon., 1st Mar.
SHIDZUOKA	12,500	Tues., 23rd Mar.
TAMBA	12,500	" 6th Apr.
AKI	12,500	" 20th Apr.
SADO	12,500	" 4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

15

POST OFFICE NOTICE.

The *Chenai*, with the MAIL FROM LONDON (via Siberia) of Tuesday, the 5th inst., is due to arrive here to-day.

The *Malta*, with the ENGLISH MAIL, left Singapore on Sunday, the 7th inst., and is due to arrive here on Friday, the 12th inst., at 5 p.m.

FOR	PER	DATE
SHANGHAI, NORTH CHINA, JAPAN via Kobe (EUROPE via SIBERIA)	Chili	Wednesday, 10th, 9.00 A.M.
[Tientsin-Pukow Service Shanghai Brit. P.O. Monday, the 15th inst.]		
Batavia	Chusan Maru	Wednesday, 10th, 9.00 A.M.
Japan via Nagasaki	Bonanza	Wednesday, 10th, 11.00 A.M.
Pakhoi and Haiphong	Kamo Maru	Wednesday, 10th, 11.00 A.M.
Swatow	Takata Maru	Wednesday, 10th, 11.00 A.M.
Ningpo, Shanghai and North China	Chinesse Prince	Thursday, 11th, 1.00 P.M.
San Francisco	Luohou	Thursday, 11th, 3.00 P.M.
Haitan	Haitan	Thursday, 11th, 5.00 P.M.
Swatow, Amoy and Fuchow		
Straits, Colombo, Malacca & United Kingdom		
Japan via Kobe		
SEANGHAI and NORTH CHINA (EUROPE via SIBERIA)		
[Tientsin-Pukow Service Shanghai Brit. P.O. Monday, 15th inst.]		
Amoy and Fuchow		
Straits, BURMA, Ceylon, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT and EUROPE		
(Late Letters 10.00 A.M. to 11 A.M. Extra postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel Mail will be closed to-morrow, at 5 P.M.		
Swatow		
Batavia, Sumatra, Soerabaya and Port Moresby (via Batavia)		
Sandakan		
Philippine Islands		
Shanghai and North China		
Shanghai and North China		
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA)		

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds:—
Sterling ... \$1,500,000 at 2/- \$15,000,000
Silver ... \$15,000,000

Reserve Liability of Proprietors \$15,000,000

CHIEF MANAGER:—
Hon. Mr. D. L. LAMDALE—Chairman.
W. L. PATTERSON, Esq.—Deputy Chairman.
S. H. DODD, Esq. P. H. HOLYOK, Esq.
G. T. M. EDWARDS, Esq. J. A. PLUMMER, Esq.
C. S. GUBLEY, Esq. Hon. Mr. E. S. BOLLIN

CHIEF MANAGER:—
Hongkong—N. J. STARR.

MANAGER:—
Shanghai—A. G. STEPHEN.

LONDON BANKERS:—
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 5% per cent. per annum on the Daily Balance.

On Fixed Deposits:—

For 3 months, 3 1/2 per cent. per annum.

For 6 months, 4 per cent. per annum.

For 12 months, 4 1/2 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, 11th November, 1914. [9]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... \$1,500,000

Subscribed ... \$1,250,000

Paid-up ... \$850,000

Reserve Fund ... \$450,000

BANKERS:—
BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Accounts at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. E. LINTON, Manager.

Hongkong, 10th July, 1913. [119]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1868.

Authorized Capital Fl. 80,000,000 (\$2,500,000)

Paid-up Capital ... Fl. 19,907,900 (\$1,990,790)

Reserve Fund ... Fl. 7,765,500 (\$776,550)

HEAD OFFICE: AMSTERDAM.

HEAD OFFICE: BATAVIA.

LONDON BANKERS:—
THE WILLIAMS & WATSON BANK, SWISS BANKING.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A. DUNLOP, Manager.

No. 8, Des Voeux Road Central, Hongkong, 17th November, 1914. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital ... \$1,200,000

Reserve Fund ... \$1,200,000

Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year at shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, 8th June, 1914. [118]

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000

Capital Paid-up ... 8,750,000

Reserve Funds ... 3,750,000

President: KAZUTOSHI YAGI, Esq.

Vice-President: KOSUO NAKAGAWA, Esq.

DIRECTORS:—
IYETOSHI SADA, Esq.

KYOROKU YAMANARI, Esq.

SHINGO MINAMI, Esq.

HEAD OFFICE:—
TAIPEI, FORMOSA (TAIWAN).

BRANCHES AND AGENCIES:—
Akon, Kagi, Matsuyama, Taihoku

Amoy, Kankou, Osaka, Tainan

Canton, Keelung, Shanghai, Taito

Fuchow, Kinkiang, Singapore, Takao

Ginza, Kobe, Shachiku, Tamsui

Hongkong, London, Swatow, Tokyo

LONDON BANKERS:—
PARIS BANK.

YOKOHAMA SPECIE BANK.

Correspondents at Cherbon, Cheonan, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, Semarang, Seoul, Shimaneoki, Soerabaya, Tientsin, Yokohama, Zamboanga.

HONGKONG OFFICE:—
3, DES VOEUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business.

Interest allowed on Current Accounts and Fixed Deposits.

K. TSUDZURABARA, Manager.

Hongkong, 7th January, 1915. [116]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: Wall Street, New York.

LONDON OFFICE: Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) \$2,500,000

RESERVE FUNDS ... 4,080,000

(Gold) \$7,580,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.

9, Queen's Road, Hongkong, 22nd October. [193]

THE BANK OF CHINA, GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorized Capital ... \$60,000,000

Paid-up Capital ... \$10,000,000

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:—
SHANGHAI: Nanking, Chinkiang, Yangchow, Wusich, Wuhu, Anching, Tating, Tsinkiangpo, Soochow.

HANKOW: Shashi, Ichang, Nanchang, Tientsin: Paoing, Tongshan, Luansien, Tsenghsien, Hsingtai.

HANGCHOW: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo, Kaitung, Changshu, Sinyang, Loh, Chawken.

TAINAN: Chowtsun, Tamsien, Linchi, Lintsing, Tsintien, Yihkuh, Kaiming, Chofoo, Tsingtao.

PAIKUAN: Yuncheng, Poonow, Changchun: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung, CANTON: Kuitung, Peking: Kuohua, Suiyuan, etc.

CANTON BRANCH:—
Interest allowed on current account and Fixed Deposits. Terms on application.

Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.

Hongkong, 15th October, 1914. [132]

COMMERCIAL.

CLOSING QUOTATIONS.

February 9th.

ON LONDON:—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/10
ON PARIS:—	
Bank Bills, on demand	22 1/4
Credits, at 4 months' sight	23 1/2
ON GERMANY:—	
On demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	nom.
ON BOMBAY:—	
Telegraphic Transfer	nom.
Bank, on demand	133 1/2
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	133 1/2
ON SHANGHAI:—	
Bank, at sight	78
Private, 30 days' sight	nom.
ON YOKOHAMA:—On demand	87 1/2
ON MANILA:—On demand	87 1/2
ON SINGAPORE:—On demand	73 1/2
ON BATAVIA:—On demand	107
ON HAIKONG:—On demand	6 1/2 p.m.
ON SAIGON:—On demand	6 1/2 p.m.
ON BANGKOK:—On demand	87 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tola	\$57.70
BAR SILVER, per oz.	22 1/2

SUBSIDIARY COINS.

Hongkong—20 cents pieces	\$14.70 discount.
Hongkong—10	\$15.30

SHARE LIST.—QUOTATIONS.

HONGKONG, 9TH FEBRUARY, 1915.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$815, sales	113.00
China Bank Corporation, Limited	60,000	\$12	all	\$10, buyers	
China Light and Power Company, Ltd.	50,000	\$5	all	\$4, sellers	
China Provision, Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$7.95	
CORPORATIONS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 131	
Hongkong Cotton Spinning Co., Ltd. (In Liquidation)	125,000	\$10	all	\$5, buyers	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$35, sellers	
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$69, sellers	
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$57, sellers	
New Amoy Dock Co., Limited	10,000	\$63	all	Tls. 51, buyers	
S'hai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50, buyers	
S'hai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	\$51, sellers	
Green Island Cement Co., Limited	400,000	\$10	all	\$35, buyers	
Hongkong Electric Co., Limited	60,000	\$10	all	\$124, buyers	
Hongkong Hotel Company Limited	20,000	\$50	all	\$190	
Hongkong Ice Company, Limited	5,000	\$25	all	\$25, buyers	
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$2, sellers	
H'kong & South China Steam Fishery Co., Ltd.	15,000	\$6	all	\$10	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$5.20, sales	
Hongkong Tannery Co., Ltd.	325,000	5/	all		
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$345, sal. & buy.	
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$150, sellers	
Hongkong Fire Insurance Co., Ltd.	8,000	\$50	\$50	\$395, buyers	
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 160, buyers	
Union Insurance Society, Limited	12,400	\$250	\$100	\$815, sal. & buy.	
Yangtze Insurance Association, Ltd.	13,000	\$10	\$60	\$215, buyers	
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$110, sales	
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$95, buyers	
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$77, sal. & sol.	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$44	
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	Tls. 101	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 684	
West Point Building Co., Limited	12,500	\$50	all		
Manchongh Co., Ltd. (Ming)	250,000	Gds. 10	all	Tls. 40, buyers	
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	21	all	32, / sellers	
Hoewood Tin and Rubber Estate, Ltd.	822,000	21	all	\$3, buy. \$3.10	
Rauk Australian Gold Mining Co., Ltd.	200,000	21	all	27 1/2	
Troch Mines, Limited	160,000	21	all	27 1/2	
Peak Tramways Co., Limited	25,000	\$10	all	\$1	
Pulpes of Papereries de Tonkin Societe des	50,000	\$10	all	\$1	
RETIREMENTS.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$93, buyers	
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$14, buyers	
SEASHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$5, buyers	
Douglas Steamship Co., Limited	20,000	\$50	all	\$29, sellers	
H'kong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$19, buyers	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25	all	\$86, sellers	
Shell Transport & Trading Co., Ltd.	60,000 def.	21	all	\$0/-, sales	
Star Ferry Company, Limited	40,000	\$10	all	\$38, sellers	
South China Morning Post, Limited	6,000	\$25	all	\$4, sellers	
Steam Land Navigation Company, Limited	20,000	\$5	all	\$4, sellers	
STRENGTH AND DEWEAR.—					
Powell, Wm., Limited	15,000	\$7	all	\$5 1/2, sellers	
Watson & Co., A. S., Limited	90,000	\$10	all	\$7, sellers	
Union Waterboat Co., Limited	50,000	\$10	all	\$18	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, Share Brokers.

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STARR, Chief Manager. Hongkong, 2nd November, 1914. [10]

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c., and for

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